TATY TEHS

MARCH 1987 20p

Long career Boards

THIS year's Selection Boards for the Second Open Engagement will take place in HMS Centurion in May.

Eligible WOs, Charge Chief and CPO artificers and nonartificer CPOs and POs who have volunteered and are recommended will be considered by the Boards, including some Extended Service personnel making special application.

Signals announcing the results will be released in three parts as soon as possible after the Boards, and not later than June 10.

More details are contained in DCI(RN) 41/87.

Firm line on drugs

NEWSPAPER stories last month with shrieking headlines such as "Drug parties on the ocean wave" and "HMS Junkie" are just that — junk, says Captain of the Fleet, Capt. David Dobson.

"The ships named in these articles were naturally very upset by these allegations," he told Navy News. "The people named in the article have been investigated and have vehemently denied any drug use.

"The matter is still being looked into. The Sun newspaper has not produced the dossier mentioned in the article, from which might be concluded that there is no further information to pass on.

'WILD ALLEGATIONS'

"We will have to look very closely at the ramifications of these accusations. At the moment all we have are wild allegations from an unknown source and that is a poor basis for a formal investigation.

"There is no need for me to give a lecture on our drugs policy here. Everyone in the Navy knows how seriously we view drug abuse and how severe the penalties are.

"We have never denied that we don't get the odd case — in an organisation of 60,000 people with over half of them under 25 it would be remarkable if we didn't. We are, after all, a reflection of current society, no matter how stringent our checks are.

'MORE SENSE'

"But we only have about one case in a thousand each year, which is a much smaller percentage by contrast with similar groups in society — and I think that shows that our youngsters have a lot more sense than some people are crediting them with.

"You can say 'What about all those you don't know about?' I don't think there are many. It must be obvious that it is much easier to get caught in a tight-knit society like ours. Most offenders are turned in by their own shipmates

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BIG PAY CHECK



plus to the Navy's needs, where

the prospects of continuing "in

trade" employment are much

On the other side of the

Turn to back page

Picture: LA(Phot) Stuart Antrobus.

New round of early releases

DETAILS have been announced of categories in the 1987-88 premature release scheme, involving a maximum of 50 people leaving the Service early.

reduced.

The scheme, similar to but smaller than those of the last two years, invites volunteers in certain categories whose skills are now in much reduced demand in the Service to apply for release by March 30 next year.

Under the ever-present constraint of a ceiling on the total of naval personnel, there is again this year the need to examine carefully the Navy's requirements and the people and skills on the books.

The schemes announced in 1985 and 1986 asked for volunteers from a variety of branches with larger numbers than required. There are also some skills which are becoming sur-

Caribtrain in good form!

Flagship HMS Bristol leads the Caribtrain group in formation across the Atlantic. She is followed by HM ships Aurora, Southampton and Argonaut, and bringing up the rear is HMS Ark Royal, flanked by RFAs Regent and Olwen. See also Page 11.

Picture: HMS Ark Royal

TV GIRL Debbie Greenwood gets a big lift from HMS Juno sailors after a visit to the ship for a spot of filming.

As well as working on board as presenter of "The Tom O'Connor Roadshow", Debbie helped to put the finishing touches to the Juno's Portsmouth refit by being lowered over the side with a paint brush!

And when these new heady heights became too much for her, she was rescued by the ship's diver, Smudge, who hauled her back on to the deck.

High-tech plan goes 'live' . . .

NEW-STYLE pay statements will be in the hands of sailors starting late this month, marking introduction of the Navy's changed payroll system.

New sealed statements will go out directly from HMS Centurion addressed individually to all members of the naval service, mostly at their Service addresses. At the same time payment will, as previously, go directly to banks.

It means that in future naval personnel will be responsible for checking their own pay.

Pay data for Centralised Bank Payment (CBP) will continue to be supplied by units and ships to Centurion, where all the calculations will now be done using updated computers. Local pay offices will no longer check statements, although they will receive duplicates so that they can deal with queries locally or, when necessary, direct the inquiries back to Centurion.

New technology will allow swift interrogation of computer pay files, and faster response to queries should be possible.

Back-up

The new arrangement will allow calculation of pay, deductions, allowances and allotments to include changes as late as possible in the month, says Centurion.

Pay statements should normally be in the hands of sailors in the last few days of the month to which payment relates. Back-up procedures will be brought into effect on the odd occasions when this does not happen.

The new statements have all the essential figures but are slightly less detailed, explain Centurion. Later, some changes and enhancement may be made in the light of experience.

Previously, local pay offices calculated amounts to be paid and Centurion produced the pay statements and distributed them to units, where writers incorporated any recent changes.

Subsistence

Another new feature is the introduction of a supplementary payment in the middle of the month to anyone who, at the end of the previous month, has a credit of more than £40 in respect of late-received input-back pay, for example.

Because of this additional payment, complete with pay statement, there will be no casual payments except in emergencies. Advances for subsistence will not be affected.

Work on producing a modern payroll system adapted to naval needs started about three years ago, and a range of systems has been studied, including those of the other two Services, the Civil Service and a commercial firm.

Trials involving some 5,000 individual accounts were carried out last autumn, before the new system went "live" on March 1

Turn to back page



This will make the eyes light up!

ALL EYES were on attractive TV star Leslie Ash when she visited HMS Colingwood to accept a cheque for £2,000 on behalf of Great Ormond Street Hospital for Sick Children.

For Leslie, star of ITV's fast-moving "C.A.T.S. Eyes," the visit was her first to a naval establishment.

She was entertained to lunch by leading hands from the Mechanic Training School who raised the cash by a series of money-spinning events, including a ten-hour, 100-mile relay around their parade ground.

Climax of the campaign was a sledge-pull from Fareham to Great Ormond Street to distribute presents to the children.

The journey took three days, and as the naval team passed through major towns en route, unsuspecting shoppers were asked to contribute to the cause. The response was overwhelming and the sailors were welcomed in

every town they visited. Meanwhile, the POs' Mess

Sit-ups marathon

AN EVENT to raise funds for the Arthritis and Rheumatism Council made members of HMS Renown port crew really sit-. 8,000 times.

The sit-up marathon was organised by WEM(0)1 Paddy Leatham who presented the £217 proceeds to the Council's regional organising secretary, Lieut.-Col. J. R. Mason.

at Collingwood held a 24-hour sponsored sports night to raise £1,200 towards a £2-million body scanner appeal by Queen Alexandra Hospital, Portsmouth. The marathon, organised by PO Southall of the Application School and PO Carr of the Technical School, included squash, darts, snooker and pool.

Royal Marines at Eastney have raised over £900 for the Paediatrics Unit at St Mary's Hospital, Portsmouth. They are hoping to raise another £700 towards the purchase of an electronic blood pressure machine which the hospital needs urgently.

Their latest venture was a raffle at the Verge Inn, Eastney Barracks, which raised over £500 for the fund.

Members of 810 Naval Air Squadron jumped in at the deep end to raise cash to purchase an electric wheelchair for the teenage daughter of one of their colleagues.

Over £350 was raised by a sponsored swim, during which each team member swam at least 50 lengths. And Lieut.-Cdr. Mike Knowles outshone the rest by swimming 100 lengths.

Thirteen-year-old Kerry Jackson, the daughter of POAEM(M) Jackson, was presented with a fluffy dog and a pass book to a new building society account which has been opened for her.



new fans.

Sixteen students of the squadron's No. 28 Operational Flying Training Course staged a sponsored pull which raised over £200 for the Macmillan Nursing Service. They rowed two whalers and a safety boat from Cotehele Quay to the Barbican in Plymouth. The craft were provided by HMS Raleigh.

Sailors from HMS Rothesay went to great lengths to raise money for their chosen charity, the Aberlour Child Care Trust, by a sponsored beard-growing contest.

Their efforts, combined with funds from a sponsored cycle ride from Rosyth to Newcastle, raised £1,200. The money will go towards converting a disused garage outside the Trust's home in Dunfermline, into a soft play area for eight youngsters.

HMS Dryad has presented a cheque for £3,460 to the Portsmouth area of King George's Fund for Sailors.

The money was raised by events throughout 1986 and the cheque was presented to the area chairman, Commodore C. J. Howard, by Mrs. Judy Backus, the wife of Capt. Jake Backus, on behalf of Dryad.

Lieut.-Cdr. Dan Nicolson is en route for the London Marathon. Running for King George's Fund for Sailors and the Sue Rider Homes, Lieut.-Cdr. Nicolson, from the Admiralty Research Establishment at Southwell, Portland, plans to match his effort in the 1986 marathon when he ran for his ship and helped raise £2,000 for three charities. This year the London Marathon is being held on May 10.

Twenty-five underprivileged children were made special guests of HMS Hecate when the survey ship visited Montevideo, Uruguay. They were treated to a pirates' party, a tour of the ship, video films and a slap-up tea organised by POWEAs Brooks and Rogers.

The Hecate is on a sevenmonth deployment to the South Atlantic and is due to return to Devonport in April.

Wrens of HMS Sultan collected over 200 toys, puzzles and games for children in the care of the NSPCC. They were donated by the ship's company and civilian staff at Sultan. An appeal raised £120 which bought a selection of new toys for the Solent Group of the NSPCC.



SEA DOG BID BY ACHILLES

HOW MUCH is that doggie in the lifebuoy? Quite a lot in this case, as it's a highly trained guide dog owned by the Regional Appeals Manager of the Guide Dogs for the Blind Association, Mr Tony Castleton (left).

Mr Castleton was on board HMS Achilles with his dog, Nero, to collect almost £200 raised towards his cause by the ship's company during a recent deployment to the West Indies.

RING-PULL HOARD

The money was handed over by RS(W) Geoff Bell, who raised it by collecting all the unwanted foreign currency after the frigate's four-month deployment. The sailors also hoarded ring-pulls from drinks cans, as the GDBA can exchange the metal scrap for cash.

Also present at the hand-over at Portsmouth was the Achilles' commanding officer, Cdr. Tim Paul. Although Geoff has now left the ship, his effort will be maintained, and it is hoped to raise enough money to pay for the expensive training of a guide dog — whose name will, of course, be Achilles.

Picture: LA(Phot) Ric Burch.

Eastney Tattoo saved by loan

THE ROYAL Marines Searchlight Tattoo at Eastney has been saved by an interest-free loan from King George's Fund for Sailors.

The money comes from the old Vernon Searchlight Tattoo, funds for which were handed to the KGFS for safe keeping when that event folded three years ago.

The deal meant that the KGFS gave the Royal Marines £1,700 to provide a financial platform on which to base the Eastney Tattoo.

In return the Royal Marines will donate profits from the Tattoo to the KGFS.

NEW LINKS

The move establishes links between the old tattoo and the event staged by the Royals

The cheque was presented by Capt. Keith Sutherland, General Secretary KGFS and previous Captain of HMS Vernon, to Col Roger Learoyd, commanding officer RM Eastney.

Record for KGFS grants

ANNUAL grants given by King George's Fund for Sailors, the central maritime charity, climbed to a new record in 1986. A total of over £1.4 million was distributed to more than 100 nautical charities, funds and trusts.

Since nearly all of the 11/4 million seafarers who took part in the Second World War are now over 60, most of the money went to the elderly or their dependants.

Future applications to the Fund are expected to continue an upward trend, as today's sailors face adversity as a consequence of the major decline in the merchant and fishing fleets.

£10,000 gift to Service

RECREATIONAL and welfare funds in the Navy have received a £10,000 boost from the Services Sound and Vision Corporation (SSVC).

The money was part of a £125,000 donation the Corporation made to the three Services. It forms the surplus of budgets used to support SSVC, which is always handed back to the Service welfare funds.

The Navy's share was donated to the Fleet Amenities Fund.

£6m. boost for tactical trainer

FERRANTI has completed a £6 million contract to modernise the Action Speed Tactical Trainer (ASTT) at the School of Maritime Operations, HMS Dryad.

The ASTT is used for the tactical training of naval officers and forms part of the largest and most advanced naval training complex in Western Europe.

Modernisation of the ASTT, which was built in the 1960s, will mean that it will be able to handle the increasing complexity of naval warfare with its host of new weapon and sensor systems.

Up to 20 command teams representing units of opposing forces can take part in exercises, practising tactical procedures for countering enemy missiles, aircraft, helicopters, ships and submarines.

HMS Cornwall scored a first when the Royal Navy's new-high-tech close-in anti-ship missile defence and anti-aircraft weapon system was installed, at the Yarrow shipbuilding yard, Glasgow.

As the Batch 3, Type 22 frigate was nearing completion, the Goalkeeper gun mount, including the ammunition supply system, was lowered by crane into the Cornwall.

She is due to be commis-

Destroyer gets back her salver

HISTORY repeated itself in the Midlands when the British Jewellers Association presented HMS Birmingham with a silver salver, first presented to the ship's predecessor — a cruiser — about 50 years ago.

The ship's commanding officer, Cdr. Roy Clare, received the salver in recognition of her strong links with the city.

The presentation took place in one of Britain's four Assay Offices, in Birmingham's Newhall Street.

The Assay Office's mark, an anchor, acts as quality assurance to test and mark gold, silver and platinum — making sure it conforms to high standards of fineness and purity.

After the salver was presented the first time, it was kept in safe custody by the BJA. Now, in their centenary year, the salver has again returned to the ship, a Type 42 destroyer.

sioned next year and the Goalkeeper is the first of its kind to go into operational service with the Royal Navy.

The system was shipped to the UK by its contractor, Hollandse Signaalapparaten BV of the Netherlands, in December. Fifteen Goalkeeper systems have been ordered by the Navy to provide a final line of defence for Type 22s — which also include HM ships Cumberland, Campbeltown, Chatham — and its aircraft carriers, HM ships Invincible, Illustrious and Ark Royal.

Gatling gun

Goalkeeper is designed to detect and destroy targets ranging from sophisticated seaskimming or high-diving, antiship missiles to conventional aircraft flying at supersonic or subsonic speeds.

It employs a seven-barrel Gatling gun firing 30mm ammunition at 4,200 rounds per minute.

Another first for the surface Fleet is the Harpoon anti-ship missile system being fitted into the Cornwall.

Completing a potent weapon fit will be a double-headed Seawolf system, a 4.5 in. Mk 8 gun, multiple 30mm BMARC guns, the STWS II antisubmarine torpedo system and the Sea King Mk 5 helicopter.

The Cornwall is due to undertake her contractors sea trials in June before being accepted into service by the end of the year.



Dream Girl' seeks a ship

VARIETY is the spice of life for 19-year-old Louise Hodges of Kent. For Louise, who wants to be a ship's pin-up, has during the past 12 months or so:

Toured Portugal, dencing in night clubs and exclusive hotels with the "Juicy Fruit" group.

Become Involved in promotion work — from sales exhibitions to the opening of shops and businesses.

Won a dressmaking competition.
 Entered the Daily Mirror "Dream Girl" competition and reached the final 16 in the Miss United Kingdom contest.
 Started fashion

 Started fashion modelling for a Kent company which puts on fashion shows twice a month.

• Undertaken charity work which has, among other things, involved her in riding a camel through Rochester High Street. She has also jumped out of a glant cake in aid of Cancer Research, and taken part in a cabaret for old age pensioners.

But she's still on the look-out for new things to do, new people to meet — and the Navy seems to fit the bill, especially as her brother is an officer in the Merchant Marine.

Offers to adopt
Louise should be
addressed to Pin-up
Adoption, Navy News,
Barham Block, HMS
Nelson, Portsmouth,
Hants. PO1 3HH. We
will forward your
letters.

-ATTACKER GOES HOWARD'S WAY

TRACY Childs, star of the popular TV drama series "Howard's Way" was all at sea again in the Clyde when she "hitched" a lift to the Scottish Boat, Caravan, Camping and Leisure Show in Glasgow.

She was welcomed on board HMS Attacker, the Glasgow University Royal Naval Unit's Tracker-class fast patrol boat, by the craft's commanding officer, Lieut.-Cdr. Graham Black (left) and CPO James Houghton.

Brewery gift

TO MAKE the men of 3 Cdo. Bde. Air Squadron more at home while they are on exercise in Norway, the Dorchester brewers Eldridge Pope & Co. have presented them with bar accessories.

Ash trays, beer mats, posters, bar towels, cloths and a framed print were delivered to the Squadron's base at RN air station Yeovilton.



Cool types sought

WELL-QUALIFIED applicants are still being sought for the Joint Services' scientific and adventurous expedition to Borup Fiord, Ellesmere Island in the Canadian Arctic.

The expedition is scheduled for May to September next year and will be led by Flt. Lieut. K. Hankinson, 70 Squadron, RAF Lyneham, Wilts. (Tel. 0452-812679).

Any Service men or women interested in biological research in a cold climate are asked to contact Flt. Lieut. Hankinson for further details. DCI(JS) 9/87 also contains information about the expedition.

Oil painting presentation

DIVISIONAL Director General Manager British Aerospace Prestwick, Mr Gerry Curran, has presented an oil painting of a Jetstream aircraft to its naval home at Culdrose. The presentation was made to the commanding officer of RN air station Culdrose, Capt. Jimmy James. DRAETY

(Thoughts from the departing Medical Drafting Officer)

MEN may come and men may go but drafting goes on for ever — and that even applies to drafting officers. Yes, it's all change for the Medical Drafting Officer, Chief Nursing Officer Jill Last, who, after some 21 months in the hot seat, is shortly off to sunny Gibraltar.
'All right for some,' it could be said: 'Nothing ever changes!' Well in fact quite a lot has changed in her time and the end of an appointment is always ideal for a review of events and a look to the future.

Shortage

The introduction of the 20E had a significant impact and nine members of the Medical Branch were selected at the first

board. However, in reality, it is manning shortage which has dominated the scene in most areas of the Medical Service and it is of interest to compare the position, bearing against requirement, across the period July 1985 (first figure) to October 1986 (second figure):

MA, + 2, - 36; Med Tech, +90, +81; DSA, +14, +2; D Hyg, - 2, + 1; EN(G), + 19, - 31; RGN, - 48, - 76; CQA, -3, -2.

There is still a large overhearing in Med Techs, notwithstanding 17 having taken premature voluntary release in 1985-86.

Transfer

Among the Dental Service Wrens, numbers appear to have stabilised and the most significant change to them has been the transfer of dental hygienist training to RAF Halton.

The position of the Clerical and Quarters branch of the QARNNS is much the same although recruiting has been discontinued and their future

management has yet to be finalised.

A large proportion of the underbearing in the other branches is at junior rate level and to accommodate the deficiencies adjustments have had to be made. Ships are at full strength but many establishments have had to accept dilution and most of the gaps have been borne by the two UK naval hospitals.

To ease the problem, this financial year has seen the hospitals employing agency nurses: it has worked well and there are hopes that the arrangement might be allowed to continue into the coming year too.

Developments in the future? The first will be that brought about by DCI 335/86 which altered the notice period required for married female QARNNS from four to nine months and which comes into effect on June 1.

The second is the concept of a branch of female MAs. This is only in the planning stages as yet and details have still be approved - but something to be on the watch for.

Taking over

And the new man? Wellknown to many of the medical fraternity, particularly from the RNMSS or HMS Royal Arthur — Lieut.-Cdr. Peter Wellings who takes over as Medical Drafting Officer as March's Navy News hits the stands.

Exam success opens the door

BY THE TIME you read this, CBP (Centralised Bank Payment) will have gone live, pay office staffs will be easing into the "settling in" period with the computer in the driving seat and no doubt WRNS Writers, having well thumbed the DCI outlining their future, will be turning their thoughts to professional exams and cross training.

For the Ps, the key date to remember is May 1 — the last chance (with the present P exams) to take the POWren's Provisional or to have applied for the LWren's Fleet Exam.

Cross-training will start in September and, once the exam results are known, Drafty will begin the process of issuing draft orders to courses so that all CWren WTRs (P) and below get through the RNSS by Easter next year.

It's a tight schedule and room for manoeuvre will be limited but drafts will be spread as best possible in such proportion to cause the least disruption to establishments.

Some Gs, of course, will also have an opportunity for crosstraining. However, details have

yet to be finalised and courses are not expected until 1988.

On the advancement front, prospects could hardly be better for the writer and yet too few are making it through the Fleet Exam. The result is wasted opportunity and too many gaps in Drafty's plot for LWTR.

Studying

No-one underestimates the difficulty of study while holding down a busy job at sea or ashore, especially in times of manpower shortage, but exam success does open the door to greater responsibility - and rewards — and this year will see a POWTR putting up his rate while not yet 23.

However, cross-training of the Ps will have its effects on the number of POWTR's Qualifying Courses the RNSS can cope with and, this year, after the two POWQCs in the Summer Term, it is unlikely that there will be another until May 1988. Course places will therefore be allocated on Basic Date seniority and in conjunction with advancement forecasts.

For stores accountants, not only has OASIS transformed their life in the naval air stations

TICK BOX:

but the RAF Central Stores Computer System plays a large part too.

Around 24 per cent. of the branch find themselves in the RNAS's and of these under half are directly involved with the RAF system.

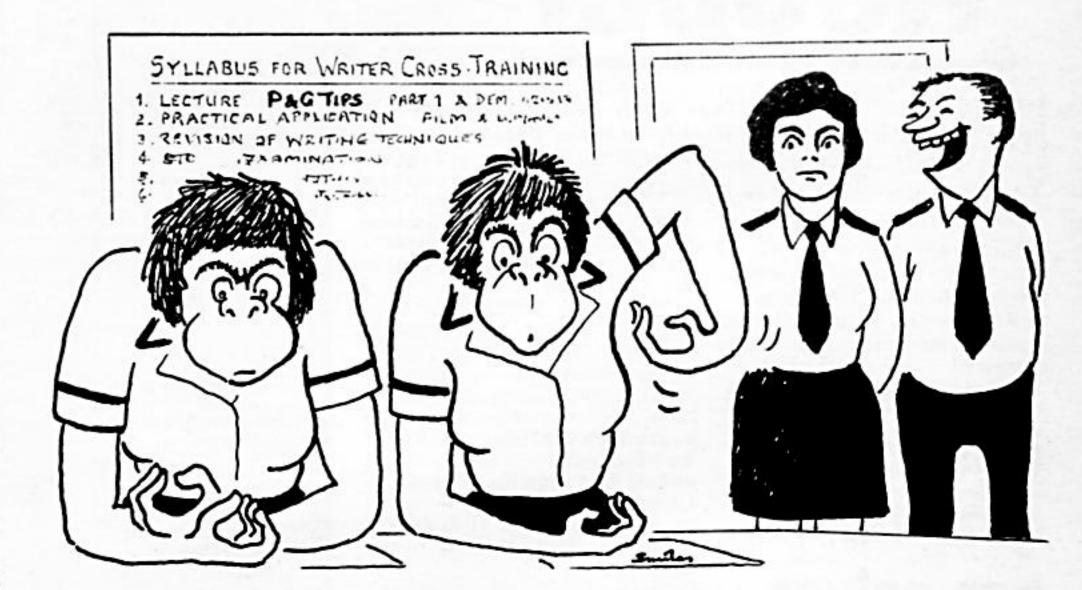
It follows that we need to build up experience on the RAF system and to this end three POSAs are currently serving with the RAF at Wittering, Odiham and Scampton: the RAF, for their part, have three sergeants at Culdrose, Portland and Yeovilton.

So the cry is, if you're a POSA with RAF CSS (the old 4/72) who would like to be lined up for future exchanges with the RAF, then get in a C240 and register your interest.

Cooks

Continuing the theme of senior rate opportunities, there is as ever a need for qualified cookery instructors at the RN Cookery School, Aldershot and the RNSS, HMS Raleigh. It goes almost without saying that the available pool of qualified men rarely dovetails exactly with the drafting plot and that the currency can only be strong if there is a healthy bank of

NN



"What was their last job — running a tea boat?" (with apologies to you know who)

instructors in reserve, notwithstanding any advantage to the individual of the qualification itself.

A steady flow of potential candidates is required to keep the account solvent and, importantly, to keep the Navy quota on the Army Instructor Course topped up.

It's therefore good news when supply officers identify suitable leading and PO cooks and recommend them accordingly the earlier the better — and it can only help when a volunteer jogs the system along.

There's a spirited team in the major stronghold at Aldershot: some would stay forever - if only it were possible!

Still with the cooks (and caterers), it's timely for a word on the branch amalgamation, not so much because there has been a dramatic impact thus far cooks and caterers have continued to fill source branch billets - rather because real change is well nigh.

The first new Cook Part IVs emerged in October last and, by the end of January, 45 were on the Task Book trail.

Also 1986 saw six qualifying

courses produce 36 fully fledged cooks and caterers (including six Wrens) and in the New Year HMS Sultan became the first establishment to receive a former cook (a Wren) in a caterer's billet. And the trend will gain momentum through the year.

For the future, Drafty acknowledges the importance of all getting a full experience across the catering operation so that professional skills are developed and the best preparation for advancement is afforded.

Retinues

Cooks, again, but this time bringing in the stewards: and both much in demand, senior and junior rates, male and female, when the call for worthy candidates for retinues never falters.

Drafty needs the widest choice when launching the selection process and the more volunteers and recommendations received, the better!

Don't be shy, there are challenging jobs at sea, ashore, home and abroad and if you reckon you're up to it, have a

chat with your DO, get your DPC up to date or put in a C240.

Finally, the subject of first sea drafts is always very topical with Part IVs who look forward to the time when they can put their skills into practise in ships. Not surprising then that Drafty turns a keen eye to the period the new boys spend ashore at the end of their Task Book training and adjusts first sea drafts as necessary to obtain the best for

Increased demand from the writer throughput has brought their initial sea time down to 18 months while less pressure on stores accountant billets has allowed an easing out of 24 months with the same being available to the cooks too. Did you know that C240s

automatically lapse after two years? Or that a C240 does not cancel or alter a DPC, instead simply amplifying the preferences already entered? Important because Drafty is now firmly locked into the OLADS computer system and you should make sure your preferences are up to date. The action is with you!

Make someone pleased you read this ad today

vour choice of flowers, Ifresh-cut in Guernsey, flown direct from the grower in handsome white presentation boxes to any address in Great Britain and Eire with your personal message.

Sovereign Flowers are available all year round.

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BIG BAND FINALE!

THE CURTAIN falls later this month on the last of the Third Flotilla Royal Marines bands.

A farewell concert, staged in Portsmouth by the only remaining RM big ship band, the small band of the Flag Officer, Third Flotilla, will be staged on March 26 in the Guildhall.

Then the band will lay down its instruments for the last time and in future embarkations will be performed by other Royal Marines bands.

Formerly the ship's band of the last HMS Ark Royal, the small band of the Flag Officer Third Flotilla left the ship when it decommissioned in

Active service

The band moved to HMS Hermes, then HMS Fearless, and saw active service during the Falklands War in the hospital ship SS Uganda.

During this time the bandsmen carried out

their traditional war role as medical orderlies,

handling many of the Falklands casualties, returning to their instruments to take part in the victory parade to welcome the Governor, Sir Rex Hunt home in the June.

Swan song

From its base at HMS Nelson the band has travelled the world, embarked in aircraft carriers and amphibious ships of the Third Flotilla.

Last year they took part in the Global 86 deployment, visiting Australia and the Far and Middle East in HMS Illustrious.

As a swan song the band embarked in the ships of the Dartmouth Training Squadron deployed in the Mediterranean, holding concerts in city halls and public squares and festivals along the route.

Proceeds from the band's final performance in Portsmouth will go to the Lord Mayor's Appeal and other local charities.

Torbay: the Orange submarine

ALL 130 of HMS Torbay's crew paraded on dockside to hear their commanding officer, Cdr. Rob Stevens, read her commissioning warrant on February 7. The White Ensign was then raised and the Torbay became part of the Royal Navy.

The latest Trafalgar class nuclear-powered hunter killer submarine was commissioned at Vickers Shipbuilding and Engineering Ltd of Barrow-in-Furness. Her role will be to seek and destroy enemy submarines and surface ships and she is equipped with the most sophisticated technology to help her do this.

She is armed with Sub-Harpoon, an underwaterlaunched air flight guided missile that greatly enhances her anti-surface ship capability. Tigerfish wire-guided homing torpedoes and the latest in sonar underwater detection equipment increase her deadly effectiveness.

Silence in operation is essen-tial, and with the specially developed insulating tiles used on the American space shuttle and improved noise reduction systems, Torbay and the rest of her class are quieter even than the earlier Swiftsure class.

The Torbay whose name has links with William of Orange, is to be based with the 2nd Submarine Squadron at Devonport, but first she is to complete final trials off the coast of Scotland.

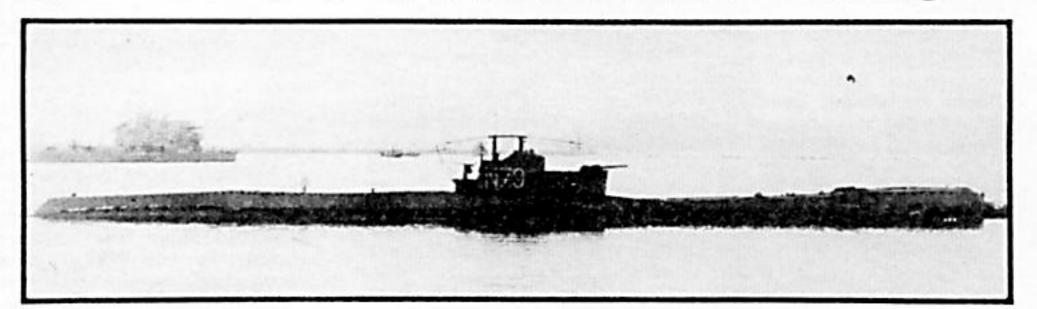
A far cry from her relatively primitive famous predecessor, this submarine will be able to operate for years without refuelling. Heat generated in the nuclear reactor produces steam which is used to drive the main propulsion turbines and turbo-generators. It also makes enough electricity to supply a town of 50,000 people.





The Torbay was commissioned where she was built, in Barrow-in-Furness.

THE AMAZING CAPT. MIERS VC



The fourth HMS Torbay at Devonport in 1942, photographed between her highly successful commissions in the Mediterranean.

DURING 1942, while on patrol in the Mediterranean, the fourth HMS Torbay commanded by Cdr Anthony Miers succeeded in what was to be described as "one of the most remarkable submarine patrols carried out during the war."

Sighting an important troop convoy making its way into Corfu harbour, Miers decided to follow the ships in and attack them at anchor. Corfu was heavily defended and there was a full moon so the submarine's progress was slow and dangerous.

Finally she was in a position to fire, but Miers was disgusted to find that the convoy had slipped away during the night. There were however, two supply ships and a destroyer at anchor.

Miers fired two torpedoes at each of them, missing the destroyer but sinking the supply ships. In the frantic hunt that followed the attack the submarine just managed to make open water, dodging depth charges and avoiding a net laid across the entrance to the harbour.

HMS Torbay had been involved in another remarkable incident earlier in the war, when she had rescued 130 New Zealand and Australian troops from the beleaguered island of Crete.

Lieut.-Cdr. Miers, as he was then, took the submarine into an isolated cove, just avoiding grounding the boat. Many of her crew went into the water with lifelines to help the soldiers aboard. Not a single man was left behind and the Torbay set off for Alexandria with a total of 199 on board.

Miers was awarded the VC for his actions in Corfu and later went on to become Rear-Admiral Sir Anthony Miers and a long-time president of the Submarine Old Comrades Association.

The first HMS Torbay was a second-rate of 80 guns, built in Deptford and launched in 1693.

She broke the boom at Vigo Harbour in 1702, suffering heavy damage and great loss of life but helped in laying the foundations of a great victory.

The second and third Torbays were both sold out of service. Number two started out as the Neptune in 1683 and was renamed Torbay in 1750, eventually being sold as an old lady of 101 in 1784.

Number three, the S class destroyer, was launched in 1919 and sold in 1937.

The famous wartime HMS Torbay was a T class submarine of 1,575 tons, built in Chatham and launched in 1940. She survived the war, sinking 54 ships in all, and was finally sold in 1945.

Battle Honours

Vigo 1702. Velez Malaga 1704. Quiberon Bay 1759. Belle Ile 1761. St Kitts 1782. The Saints 1782. Mediterranean 1941-43. Arctic 1942-43. Sicily 1943. Aegean 1943. Atlantic 1944. English Channel 1944.



WHAT'S IN A NAME?

The first HMS Torbay was named to commemorate the landing of William of Orange at Torbay on November 5, 1688.

The badge design was derived from the arms of the king, and the ship even took his motto: Je maitiendrai, I will maintain.

FACTS AND FIGURES

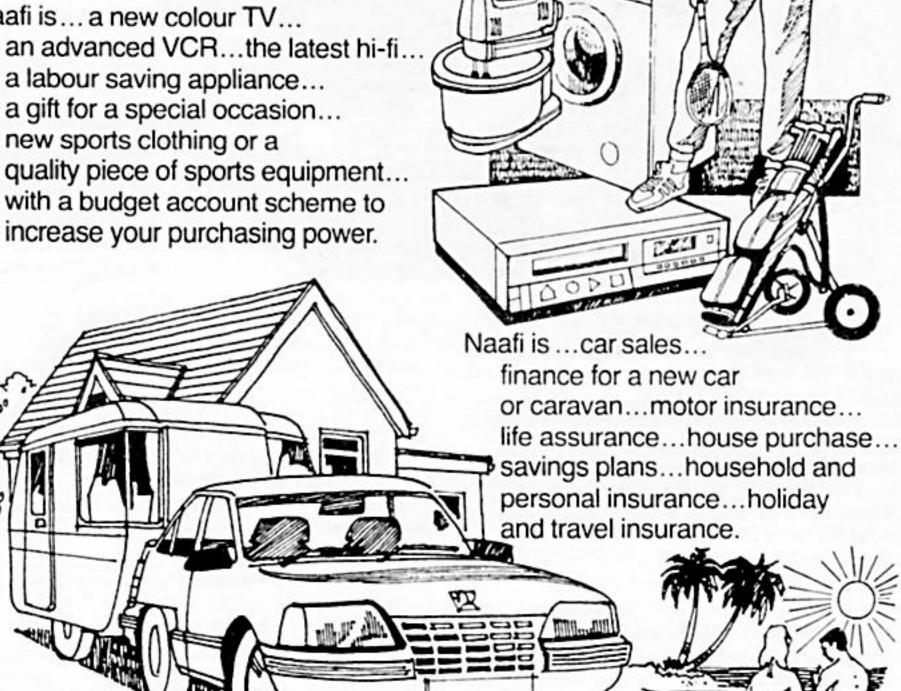
Displacement: 4,200 tons light; 5,208 dived. Length: 280ft. Beam: 32ft. Draught 26ft 9in. Armament: Sub-Harpoon plus torpedoes and mines. Propulsion: pressurised water cooled nuclear reactor; 2 General Electric geared steamed turbines, 1,500 shp; 2 Paxman auxiliary diesels, 4,000 hp; I shaft. W. H. Allen turbo generator sets. Speed: 32 dived. Complement 130.

POSTCARDS LIST ON PAGE 33

Naafi

is a name that means a great deal!

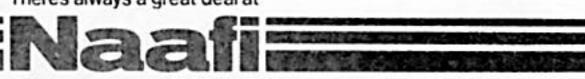
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Two sides to the Ganges story

IN REPLY to Chris Skillern (January) I must protest at his attitude to HMS Ganges.

I was a boy there from March 1937 to June 1938, and apart from a few isolated incidents was very happy there.

The discipline was hard but fair. We were being trained to be members of the Royal Navy, not the Sea Scouts. - Frank Shaw, Beckenham, Kent.

REGARDING current correspondence on target ships and the preservation of the Ganges site, it occurred to me that the most fitting use for Ganges would be to use it as a gunnery target. - T. K. Willey, Porthcawl, Mid Glam.

AS ANOTHER Ganges boy (1920-21) I would not agree with Chris Skillern that there were no good times to remember.

I still recall the anticipatory pleasure it gave me to plan the expenditure of my weekly sixold-pence pocket money: one postage stamp (compulsory letter home), three paving stones (two-inch squares of rubbery bread pudding), one glass of lemonade.

There were also my brief moments of glory as class button-boy on the mast. - S. Donovan, Goring-by-Sea, West

AS A Ganges boy (September 1933-November 1934) I was saddened to read Chris Skillern's letter saying he found no good times there.

For my part I expected life to be hard, and I was not disappointed, but I found a lot of good there. The instructors

were tough and direct, in the main fair and compassionate. They prepared us well for the rigours of the war to come.

Come on in, join our Ganges Association, and wear the badge with a new-found pride.

For those interested, our membership secretary is Mac Brodie, 11 Elder Close, Tilehurst, Reading, RG3 RWG. - Tony Story, Tiverton, Devon.

HOW I agree with Chris Skillern regarding the saving of HMS Ganges.

I spent the most miserable year of my life there (1927-28). The great day came when we were on draft to HMS Marlborough at Sheerness, and left on board an old paddle steamer. I am sure that none of the 40 odd boys was the least bit sorry to be leaving. - R. Bracking (ex-CPO), Gosport, Hants.

WHAT an excellent idea to "save a piece of old Ganges" by preserving one building in which to house a permanent "museum" of items associated with boys' training at Shotley Gate.

Surely the developers would welcome such an aim. I feel sure that many old boys would come forward with exhibits. -T. A. Hardy, Colchester.

REGARDING the "Save Ganges" correspondence, as a trainee there in 1935-36 I feel that a greater honour to the establishment would be to give the name to a new ship or submarine.

As a submariner for 20 years I knew many seamen, bunting tossers and sparkers who went through Ganges, so why not make it a submarine? — Harry Armstrong, Havant, Hants.

life, we are trying to do some-

thing about the latter problem,

but it is difficult to see on what

logical basis we could set out to

alleviate the divorcee's food and

accommodation charges, as dis-

I expressed my concern about

the divorcee's difficulties in the

first "Viewpoint" - we are not

idle on his behalf, but I cannot

"Singled Out," if he has got

care and control of his children,

then indeed he is entitled to

what he has listed. If not, then

his main residence in relation to

mortgage interest payments in

the same way as anyone else. —

Graham Meredith (Capt.)

Director of Naval Service

My son is

Conditions, London.

He is entitled to tax relief on

In the particular case of

tinct from the single man.

guarantee success.

he isn't.

Neat reply to 'Jimmy' puzzle

REGARDING "Why Jimmy the One?" (February), Number One, or the first deck officer was responsible for the neatness and tidy array of all cables and lines on the ship and of the ship's general appearance (as today).

In the old days "geminy" meant neatness or spruceness and a corruption of this is jemmy (slang Jimmy). You can imagine the foredeck cry, "Look out lads, here's Jimmy" when the warning of the first officer's approach was given. And over the years this has again corrupted to, "Here's Jimmy the One."

In the February edition also is a mention of the Australian bicentenary celebrations. I wonder how many can remember the Danae and our visit to Adelaide for their centenary celebration in 1936, and our circumnavigation of that contingent, making numerous calls.

Our Glee Party made records at the Columbia studio in Sydney and appeared on stage, singing nautical songs, after several firkins of beer. Were these records the first recordings by RN singers? I still play my copies — on tape now — Peter Smith. (ex-TDI LTel). Wedhampton, Devizes, Wilts.

REGARDING the origins of "Jimmy the One" (February), I am reliably informed that it originated as follows.

The Admiralty in their wisdom (date I am not sure) decided that instead of sons of rich families buying a commission in the Royal Navy, officers would gain their commission by selection.

The first officer selected was a Lieut. James. As his was the first name, he became known as the first lieutenant, the number one. Hence the saying "Jimmy" or "Jimmy the One" refers to him, and since that date all first lieutenants of ships have been so called.

I am also told the reason they. are called first lieutenant is that they were once the senior lieutenant on board the ship. - K. Robson. CPOSA. HMS Collingwood.

Drink and the Navy

THERE has been much in the Press recently about the unhealthy drinking habits of the

nation. Within the Navy, abuse of alcohol causes many problems, a large percentage of disciplinary offences being related to

drunkenness. Is it not time that the subject of alcohol abuse was tackled seriously by the Navy? An Alcohol Education Team cannot hope to be effective while messes continue to sell alcohol at low prices to men and women during their working

day. Is it beyond the combined Medical, Regulating and Educational resources of the Navy to put together a campaign to inform all levels of personnel that drink can turn you into a social boor and a professional liability? — (Mrs) Jacqueline Slade (ex-Wren education assistant), Helensburgh, Dunbartonshire.

 Letters Extra — Page 34

ZERS to the Editor

Difficulties of the divorcee

I HAVE much sympathy for your correspondents 'LMEM" (November) and "Singled Out" (January).

The problem of charges which the divorced man faces, and the expenses he has to bear on behalf of his former wife, together with ineligibility for certain compensatory allowances, has been raised on many occasions since the introduction of the Military Salary.

The Military Salary in 1970

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(From the Director of Naval Service Conditions)

placed everyone, married and single, on the same basic pay according to rank / rate. Before that, food and accommodation for people living in had been provided free, but a ration allowance was paid if food was not taken, generally either because a man was married and living at home, or if single he was on leave.

In addition, married men

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were paid Marriage Allowance to help towards the cost of housing and maintaining a family.

These three elements, Basic Pay, Ration Allowance, and Marriage Allowance, were combined to form the basic calculation of the first payments of the Military Salary, which was introduced in order to put our pay on a similar basis to that of a person in civvy street.

It followed under the Military Salary concept that charges for food and accommodation provided by the Services were made, but these were waived for married men living in but maintaining a family home, on the basis that a man should not have to support two homes.

Since then the Married Unaccompanied Food Charge has been introduced. This has been explained before in Navy News, by Second Sea Lord's Personnel Liaison Team briefings, and in feedback reports.

Benefits

Divorcees and widowers who have care and control of their children are already generally eligible for the same benefits as married men.

"A divorcee without care and control of the children is treated much as a single man, paying food and accommodation charges, and if he is still making maintenance payments for his ex-wife and children, his overall financial position is indeed likely to be substantially worse than a single man's — so it would be in civil life.

The "two homes" principle does not apply because any maintenance payment is not for a "family" (in the sense of husband and wife and children)

However, it is recognized that the Service moves its people around more frequently than is likely in civil life, which makes it more difficult, for example, for the divorcee to see his children.

In the face of the Military Salary concept and its basic tenet of comparison with civil

the loser WHILE totally supporting the

letter from the divorced man (January) he failed to mention ineligibility for boarding school allowance. My son retains my name, and

I have joint custody. I pay maintenance and have regular unlimited access, but because he does not live with me I am not entitled to BSA. My ex-wife married a naval

man, and their two children can benefit, whereas my son is automatically excluded. The rules are quite specific, and my son is the loser.

I also feel strongly that the RN might improve retention if they opened the Long Service Advance of Pay Scheme for house purchase to the single man.

In 1975 I was informed that there was not enough money to cope with the extra demand. I would be interested to know if this is still the case, and does the same principle apply to BSA for divorced sailors with children. - Lieutenant, BFPO Ships.

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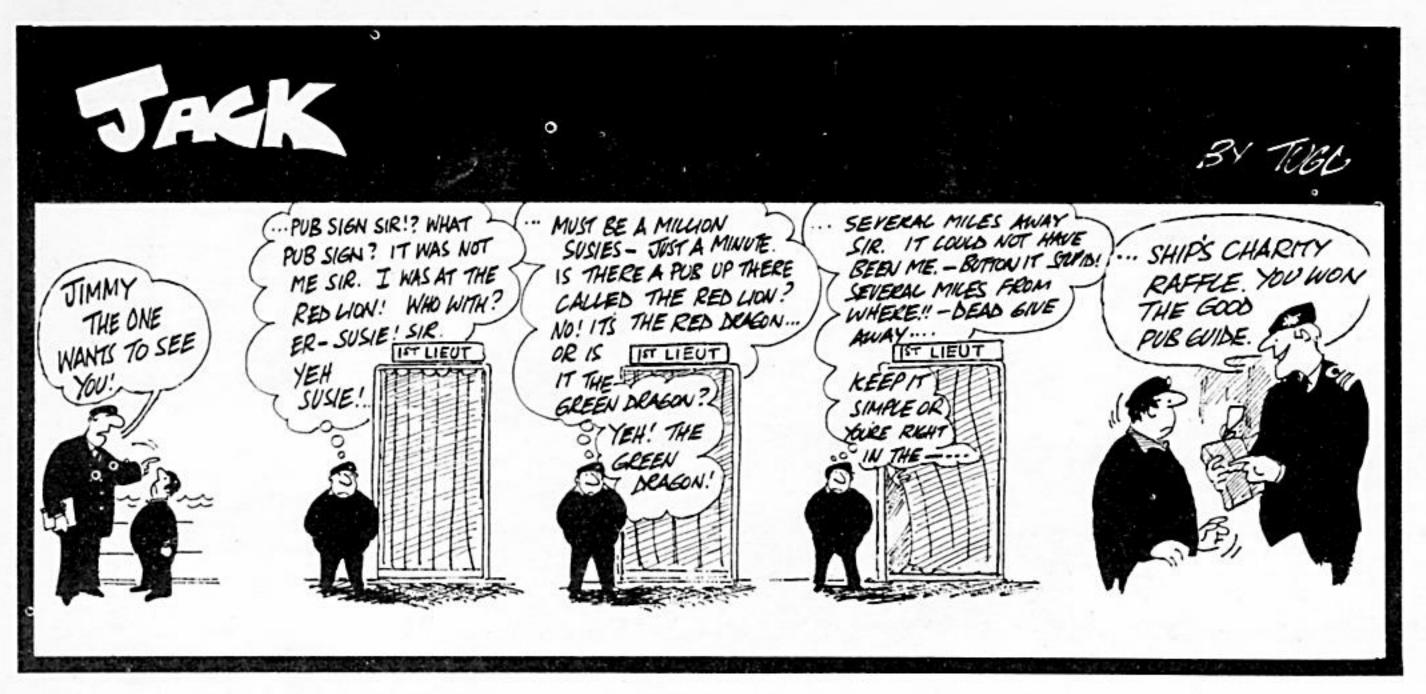
ANCIENT BLUE LINERS

I LEFT the Royal Navy on July 3 1961 for one month's leave after nearly 30 years' service and just before leaving I purchased my 300 Blue Liner cigarettes.

I had begun a few years earlier to reduce my tobacco intake and in consequence did not smoke my full issue of these cigarettes. I decided I would put a few packets to one side with a view to retaining them for a period of 25 years!

At the beginning of July this year I will have in my possession two packets of unopened Blue Liners and one packet opened.

Is this a record and are they the oldest Blue Liners in captivity (almost 26 years old)? It is possible that some naval museum would like them, but at this moment of time I am going for the 30 years. - L. V. Leather, (ex-CPO Coxn. and ex-Lieut.-Cdr.(SCC)RNR). Billingham, Cleveland.



Singles 'seen off' in Gibraltar Getting

shirty

AFTER only a few months of being worn and washed the new No. 8s and overalls are either falling apart or have shrunk so much that they would afford no protection to arms or legs (below the knee) in a fire-fighting situation.

We are fortunate in HMS Herald to have a small drying room. But there is not the space to wash and dry our own No. 8s, so all our laundry is done by the Chinese laundryman.

It is returned to us a lot smaller than when it went in! And, looking at other ships' companies, it is not just the Herald that has this problem.

I see more and more people reverting to the old polyester working rig because it washes cleaner and lasts longer than the new ones. — K. C. Rafferty AB(M), HMS Herald.

See also Page 14

Helping the RNBT

MY WIFE and I have been given help when we most needed it, from the Royal Naval Benevolent Trust, and there is no way in which we (and many others) can ever repay such kindness.

However, might I suggest that a compilation of stories about "Humour Out Of War" could make an excellent book, publication of which would help the RNBT funds. I for one have many stories to tell. - Jock Milne, Portree, Isle of Skye.

See also Page 30

HAVING been serving in Gibraltar for 16 months as a single person with no Local Overseas Allowance, and grudgingly accepting that as a fact of life, I today picked up a copy of the LOA Update Gibraltar dated January 26 and found myself wondering why I did not have the foresight to arrange a marriage of convenience to collect all those extra pennies in order to maintain myself as a reasonably hygienic and social person.

Although being female and appreciating the "X" factor requirement, I must admit to being slightly "seen off" when one of HM ships comes into Gibraltar and, despite the lack of food and accommodation charges, the whole ship's company with the possible exception of the laundryman is receiving . . yes . . LOA!

Perhaps it is about time that we "singlies" made our feelings known on this subject, and not just accept it because "that is the way it is".

Surely something could be done to give the single Serviceperson more incentive to be hard working and a committed member of the Services in Gibraltar, and not be left disillusioned with foreign service and counting the days to go home. — Julie Edwards (POCQA), Royal Naval Hospital, Gibraltar.

I WRITE with reference to Local Overseas Allowance and the single person serving in Gibraltar.

I am a single petty officer who recently joined HMS Rooke. Although I was aware that the single person serving in Gibraltar did not qualify for LOA, I was not sure why.

A recent visit by the Second Sea Lord's Personnel Liaison Team answered, in part, the question. It appears that notwithstanding my increased costs in Gibraltar and Spain, single personnel remain, in "current LOA terms," slightly better off than they would be in the UK - in fact by 26p per day better

Try as I might I cannot work

TELL US OF THE NEEDY

(From Admiral of the Fleet Sir Henry Leach)

FOR THOSE in need among serving and retired officers of the Royal Navy and Royal Marines, their children and widows, their sisters and mothers, the Royal Naval Benevolent Society is able to help.

Once we learn of a new case we can assess it quickly, and offer considerable relief without delay. But to enable us to do this we depend on you to tell us that such a case exists. Do YOU know of anyone whom we might

help? Our assets (apart from legacies) are mainly dependent on the subscriptions from our members. Because these are so modest — £3 annually or £30 for life — we need to keep up our numbers if we are to maintain the standard of our service. For the equivalent of halfa-bottle of whisky a year, will YOU join and help us to help others. — Henry Leach, President, RNBS, 1 Fleet Street, London, EC4Y 1BD.

out how my present expenditure in Gibraltar makes me any better off than I was in the UK. I understand that reduced car ownership and usage, compared with the UK, are major factors, but I don't drive anyway.

I would be interested to learn what items are taken into consideration when calculating the UK and Gib "budget." I cannot see how I am better off in Gib when, for instance, it costs me 70p a minute to phone home compared with 3.3p in the UK.

If I was in a ship visiting Gibraltar I would qualify for LOA. Why not while permanently drafted there? - M. C. Mortimer, HMS Rooke.

Russians and the convoys

AS ONE who was an 18-year-old conscripted Hostilities Only amateur seaman, frightened and frozen to death, I agree with Capt. S. Lombard-Hobson (February) that the Russians could have been more co-operative during the times of the wartime convoys.

I did four Russian convoys during November 1944-March 1945, finishing the last trip on a Carley float in Kola Inlet.

The result was that I did five months and 20 days' sea time, therefore not qualifying for the Atlantic Medal. If I had done six months on a balloon tender up the Fal, I would have got

I have therefore applied to the Russians for a keepsake of those times when we were losing more escorts than merchant ships.

On the other hand, if years later I had been a professional seaman, and had gone to the Falkland Islands for only a very short time, I would now have a South Atlantic Medal and according to the media, be a veteran and a hero — Jan. St Ives, Cornwall.

 Our correspondent has obviously grasped the point made in the February letter (abbreviated for space reasons) about "lack" of Russian support off North Cape. In further clarification, it should be emphasised that these comments were not intended in any way to reflect on the exploits of our Merchant Navy. -Editor.

Royalty at Royal Arthur

IN THE feature "It's Tough at the Top," in the January issue, I am surprised that you did not mention that Prince Philip served on the staff of HMS Royal Arthur as a lieutenant.

If my memory is correct, he did so during the courtship of the then Princess Elizabeth. -M. S. Gumbley, Learnington Spa, Warwickshire.

Job dissatisfaction the key to why some are leaving

READING the article, "A Better Life Afloat" (January) gave rise to some discussion and some amusement in our Tonclass vessel.

The report states that "If sailors are not comfortable in their ships, they may not stay in the Service."

We appreciate the problems regarding small-ship habitability, but are forced to think that to some, the small-ships Navy is a forgotten part of the Fleet.

Our conditions are cramped throughout the whole range of the ship's company, having to eat, sleep, and have our recreation in the same place, and often our "basic needs" are difficult to provide.

Some submariners are subject to similar conditions, but for some unfathomable reason seem to be entitled to double the hard-lying money of ratings serving in small ships.

Despite all this we seem to maintain and operate our ships, in arguably some of the worst conditions at sea, quite happily. We achieve job satisfaction and maintain a sense of humour throughout, without a second thought to our comfort and living conditions.

However, our conclusion is that the comfort and basic needs are not a major contributory factor for Service people of all ranks leaving to become civilians. But, dare I say it — a severe lack of job satisfaction for some personnel might be. — H. A. Sinkins (LMEM(M)), HMS Upton.

Chaplain's gratitude

I HAVE just taken my leave of the RN air station Culdrose after almost nine years as officiating Roman Catholic chaplain there.

May I through your newspaper place on record my thanks and gratitude for all the kindness and friendship shown during that association.

I considered it a privilege and never a duty to work in such a well-organized, professional and proud Service, where loyalty, dedication and hard work was always enhanced with such a lot of fun. — Father Gerry McGee, Poole, Dorset.

Restoring old ships

FOR THE attention of those who continue to offer suggestions for the preservation of ships (January), may I offer a few thoughts.

I have been in the business now, in a small way, since 1978, and in spite of many requests in many quarters for assistance, most of them have been turned down.

Our project is small. We have a 105ft, motor minesweeper of Second World War vintage, and the only one left of her kind.

The cost of putting her back to sea is a mere £250,000, compared with the many millions for the TS Foudroyant or the Mary Rose.

Until such time as government sees fit to help financially, or provide facilities to encourage the work already being done, then would-be restorers, unless they know the right people with money and influence, will be playing on a sticky wicket.

But there are signs of hope. Member of Parliament Sir Philip Goodhart has produced a policy paper for the consideration of the Government, and particularly to do with the conservation of naval craft. I am sure he would like to hear from anyone interested. His address is House of Commons, London SW1A 0AA. — M. J. Melvin, (secretary / founder, Motor Minesweeper Trust), Harlow, Essex.

Submarine Memorial

DURING recent visits to HMS Dolphin I have been surprised at the number of men who did not know about the National Submarine Memorial.

It is situated on Kings Reach, near Blackfriars Bridge and the mooring of HMS President and HMS Chrysanthemum - headquarters of the Royal Naval Reserve, London.

The memorial was first erected after the 1914-18 War, and brought up to date after the Second World War. On the first Sunday in November each year, a memorial service is held there.

 Bill Max Horton (Wales and London Submarine Old Comrades' Association). Mid Glam.

Apollo's hospitality

I WAS especially interested in the January issue report of the rescue by HMS Apollo of the yacht Apollo in Bermudan waters.

In 1937 I served in the cruiser of that name, at Bermuda and the West Indies, but it was not until November 1986 that I was once again in Bermuda visiting old shipmates and friends.

I could not believe my eyes when I saw HMS Apollo alongside in Hamilton.

I was made very welcome on board, and had I accepted an invitation to take a trip in the ship the following day I would have experienced the rescue of the third Apollo. - Harold Sheppard, Bury St Edmunds.

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Last of the Porpoises returns from 23,000-mile deployment South

Old boats for sale

HM submarines Walrus and Oberon have been sold to Humber Shiprepairers Ltd. of Humberside in a unique deal which will lead to their refurbishment and resale.

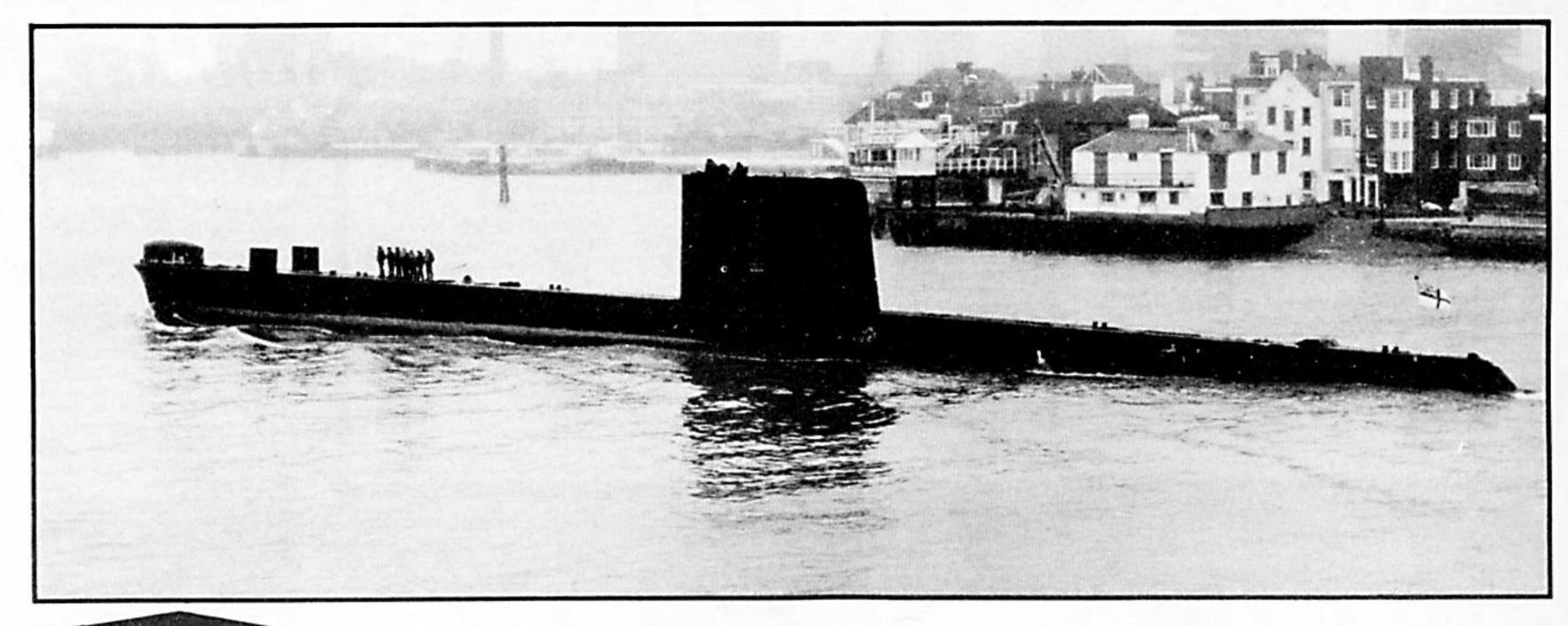
It is believed to be the first time a private company has bought warships from the Royal Navy for resale.

The two submarines paid off in December and their fortunes were in the balance until HSR came forward.

SCRATCH CREW

Since the boats' crews had already been drafted away, a scratch crew from the First Submarine Squadron sailed the Walrus up to Humberside early last month and the Oberon a week later.

When refitted the two diesel submarines could sell for as much as £25 million. HSR gained good experience of submarine refit when they tackled HM submarine Otter, completed in January.



HMS Sealion returns to Portsmouth to end her fivemonth deployment to the South Atlantic.

Picture: PO(Phot) Radar Thompson



Which Sailor?

Britain's leading maritime charity, King George's Fund for Sailors, wears many hats.

As the central fund, it provides for the relief of poverty and distress among all seafarers, past or present, whether members of the Royal or Merchant Navies, the Fishing Fleet or the maritime support services — and, of course, their dependants.

Over 120 Funds and Trusts look to us for financial help each year. All must submit their accounts for scrutiny, so that the money goes where it is needed most. We finance homes for children and aged or infirm seafarers; support schools and training ships; aid shipwrecked fishermen and their families; help widows and orphans of two World Wars as well as the Falklands Campaign.

But we depend entirely on you.

A donation or a legacy could make all the difference and would be a fitting tribute to seafarers who have given such faithful service to our country.



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Sealion ends her odyssey

HMS SEALION, 25 years old and the last Porpoiseclass submarine still in commission, returned to Gosport last month after a 23,000-mile deployment to the South Atlantic.

The deployment, which took her to the Falklands via Madeira and Ascension Island, lasted 139 days, of which 109 were spent at sea.

After two successful patrols, the Sealion sailed from the Falklands to Chile via Cape Horn and the Patagonian Canals. The first British submarine to visit Talcahuano for many years, she was hosted by the Chilean Submarine Squadron and given a warm welcome.

Valparaiso

A representative of the Royal Navy Submarine Service was invited to take part in the Chilean Submarine Service's annual award ceremony for newly-qualified submariners. Lieut. Richard Eedle, the Sealion's navigating officer, took on the role, made a speech in Spanish, and presented RN submarine badges to those recently qualified.

The badges were presented in

The badges were presented in the traditional manner — at the bottom of a tot of rum.

After an enjoyable visit which also included a football match against a Chilean Navy team, the Sealion sailed for Valparaiso, where the crew lived ashore in hotels in the resort of Vina del Mar for ten days over the Christmas period.

A number were invited home

Encore for photo competition

so successful was a new photographic competition at HMS Collingwood that it is to be repeated on the base open day in June.

On the theme of "Lines" the contest was open to everyone working in the establishment.

The black and white category was won by LMEM James with Mr Derek Turner runner-up. The prizes in the colour category were shared by LMEM James and PO Thacker.

Inspired by his success, LMEM James has now left Collingwood to begin a photographic course at RAF Cosford, before becoming an LA(Phot). for Christmas dinner by British expatriates and all had a most enjoyable time despite being so far from home.

A soccer match played in brilliant sunshine resulted in a 2—0 defeat by the British Embassy in Santiago, but there was consolation in the ensuing barbecue, bus tour of Santiago and shopping in a traditional Chilean market.

New Year was seen in twice by the ship's company — once at 2100 to coincide with the celebrations at home in Britain and again at 0000 for the Chilean festivities, when a 30-minute harbour display of breathtaking fireworks heralded the start of 1987.

Later on New Year's Day the Sealion sailed for the Panama Canal, then on to Antigua for a nine-day visit, when a large number of wives joined their husbands for a winter break in the Caribbean sun.

The Sealion's return to her

home base of Gosport was followed by a short leave for the ship's company. She returns to sea again next month to take part in Perisher training in the Clyde Exercise areas.



Relief from cramped conditions below for the crew of HMS Sealion, under way in a placid sea and under a sunny sky.

-NEW TRAINING NEED CREATES HAVOC . . .

SAILORS are being taught the lessons of the Falklands War at HMS Raleigh in a new emergency trainer, named "Havoc."

Once damaged, the ability of a warship to survive depends to a large extent on the efficiency, expertise and confidence of the ship's company.

The South Atlantic conflict in 1982 showed the need for more realistic and stressful damage repair training.

The new generation of Damage Repair Instructional Unit (DRIU) has been built by Vosper Thornycroft of Southampton. The Havoc consists of compartments arranged on three decks, fitted out to warship specifications.

The unit, whose training officer is Lieut. Malcolm Booth, can roll to a maximum of 15 degrees to port or starboard and has built-in hull damage sections to provide realistic incidents under flooding conditions.

Electrical damage and smoke can be created for extra realism by Havoc, which is controlled

by eight ratings using computerised hydraulic systems.

it also contains some features found in submarines, so the unit will be used for training all sallors. At full capacity it can accommodate 6,000 ratings a year, at around 30 each day.

The first Havoc, sited at HMS Raleigh, Torpoint, was officially opened by Mr Roger Freeman, Parliamentary Under-Secretary of State for the Armed Forces.

Two further units will be sited at Phoenix NBCD School, Portsmouth, and one at the Scottish Command NBCD School, Rosyth.

STUDENTS from the NBCD team, HMS Broadsword battle to plug a gap in the bulkhead of the generator department — all part of their training in the new Havoc damage repair unit at HMS Raleigh.

E3m. DRUGS HAUL BY HMS CARDIFF

Picture: PO(Phot) Radar Thompson

HMS CARDIFF staged two unusual "rescues" while on deployment in the Caribbean.

The first came when the Portsmouth-based Type 42 destroyer responded to a distress call from an American registered yacht reporting the crash of a light aircraft, near the small coastal resort of Ocho Rios in Jamaica.

The Cardiff launched her Geminis to investigate the wreckage, and although no survivors were found the ship picked up 46 bundles of marijuana from the plane.

The drugs, with a street value of five million US dollars (more than £3 million) were handed over to the Jamaican authorities.

Her other important cargo, loaded when she visited the Cayman Islands, were two 14ft. long cannon, each weighing 3,000 lbs and two smaller carronades, recovered from the wreck of HMS Thunderer, which sank in 1780.

The cannon were recovered by a marine archaeological research team which asked the Cardiff to take them home for exhibition in a new Thunderer museum at the Royal Naval Engineering College, Manadon, Plymouth.

Thunderer was a 74-gun warship which sank with all 617 hands in a devastating hurricane.



HMS Cardiff returns from the Caribbean and (right) MAA Richard Jones perches on bundles of marijuana recovered off Jamaica.



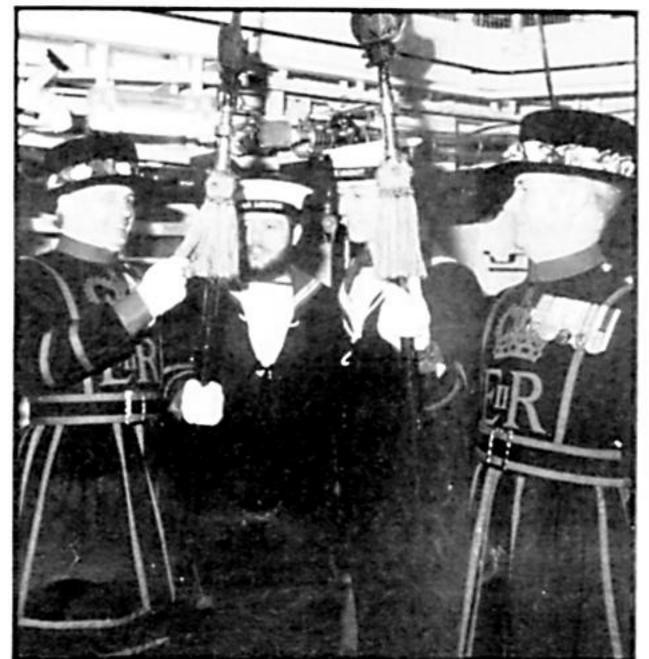
London pride

JUST capital! Yeoman Warders from the Tower of London (right) brought a touch of City glamour to the acceptance ceremony of HMS London in Portsmouth.

Destined for her new base at Devonport, she is pictured below entering Portsmouth.

Her official commissioning will take place at Devonport in the summer.

The London was built by Yarrows Shipbuilders on the Clyde. Her immediate predecessor, a County-class destroyer, was sold to Pakistan in 1982.



Pictures: PO (Phot) Radar Thompson and Fleet Photographic Unit





Pope honours Intrepid and Fife

IN A SEA of navy blue, Pope John Paul II moved among the officers and men of HMS Intrepid and HMS Fife during a special audience at the Vatican.

The papal audience was arranged during a visit to Italy by the ships of the Dartmouth Training Squadron. One hundred and twenty men, including members of the ships' companies and officers and apprentices under training, were greeted by the Pope. The party was led by Fr. Ray Clancy, Roman Catholic chaplain to the Flag Officer Third Flotilla; the Rev. Godfrey Hilliard, HMS Intrepid's chaplain, and the Rev. Michael Wishart, the Fife's chaplain.

To mark the visit, Padre Hilliard presented the Pope with a ship's crest. And in an address to the officers and sailors, the Pope described naval service as being in "the service of true peace."

"This must be the goal of all our efforts, especially in the present circumstances of international life and at the present levels of the arms race," said Pope John Paul.

Another highlight in the Intrepid's calendar came when the ship was awarded a double first in the Fleet Top of the Rock Race for the second half of last year — winning both the individual and team contests.

Capt. Paul Haddacks presented LWEM Mark Grady with his trophy for winning the individual event in a time of 20 min. 11 sec. The team challenge was gained with a time of 130 min. 33 sec.

• See also page 40.

Farewell story

THE paying-off of HMS Fife in June after 21 years' service will also mark the end of the Royal Navy's County-class guided missile destroyers.

A history of the ship is planned covering 1962 to the present. The book will contain over 60 photographs and is due out in July. Copies may be obtained by sending a cheque or postal order for £4.50 (including p. and p.), made payable to "Welfare Committee, HMS Fife," to Cdr. T. Blakeley, HMS Fife, BFPO Ships.



Surrounded by Papal splendour, sailors from HMS Intrepid pay homage to the Pope during their special audience at the Vatican.

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Opportune shot wins top photo trophy

SURROUNDED by chunks of bread, this snowy egret was persuaded to linger long enough on the casing of HM submarine Opportune to allow LS(S) David Martin to take this prize-winning photograph.

The egret was captured on film while the boat was in mid-South Atlantic. The picture won first prize in the 1986 Sea Swallow Competition, the first in a series of annual photographic competitions organised by the Royal Naval Birdwatching Society.

It was a well-supported event, with 21 entries comprising 55 colour slides, 45 colour prints and 18 black and white photographs.

Overall standard was very high and there was a wide variety of subjects entered. Second place was taken by Capt. S. D. Mayl MN of RRS



Discovery (black-browed albatross in colour), and third was LA(Phot) Tim Hall of the Fleet Photographic Unit (southern skuas at nest in black and white).

Entries are invited for this year's competition, the closing date for which is September 30. First prize

will be an engraved tankard and a year's free membership of the RNBWS, the latter prize also going to the runner-up.

Entries for the competition, named after the Society's emblem, should have as their subject any seabird or any landbird

photographed on board ship and should consist of monochrome and colour prints (negatives included), or colour slides.

They should be sent to The Chairman, RN Birdwatching Society, Dene Cottage, West Harting, Petersfield, Hants. GU13 5PA.

Graves visits plan by Legion

AT THE end of a second successful season of an expanded programme of war pilgrimages in support of the Government-funded grantin-aid scheme for war widows, the Royal British Legion's Pilgrimages Department has announced its destinations for this year.

They extend from Denmark to Sri Lanka and from France to Hong Kong, and include Burma, Japan, Thailand, India and North Africa.

War widows who have not before been able to visit their husbands' graves can do so under the grant-in-aid scheme at only one-eighth of the full cost, and if even this is too much the Legion will often make up the difference.

EXPERIENCE

In addition, anyone is eligible to travel on a pilgrimage at the full cost, even though they are not Legion members or do not have a specific grave to visit (but priority will be given to those who do).

The RBL has a wealth of experience in organising war graves pilgrimages, and groups are normally escorted by one of its Pilgrimage Department staff.

For further information contact Pilgrimages Department, The Royal British Legion Village, Maidstone, Kent ME20

War Museum friends get royal patron

QUEEN Elizabeth the Queen Mother has agreed to become patron-in-chief of the Friends of the Imperial War Museum. She will be present at the Friends' inauguration ceremony at the museum on February 25.

Other patrons include the Archbishops of Canterbury and Westminster, the Chief Rabbi, the US Ambassador, and the High Commissioners of Australia, Canada and New Zealand.

Meanwhile, the Minister for the Arts, Mr Richard Luce, has given the go-ahead for phase two and three of the museum's £16.5-million redevelopment scheme.

The work will provide the museum with new galleries, a new entrance hall, a new shop and cafeteria and other public facilities. Work should be finished by the end of the year.

Open Day at Inskip

HMS INSKIP, one of the Navy's biggest "ships" at some 600 acres, is hosting an open day on Sunday, June 7.

Providing the Fleet's telecommunications facilities worldwide, the Preston establishment is donating all the proceeds from the Open Day to naval charities.

The doors open at 10.30 am and the day finishes at 5 pm.

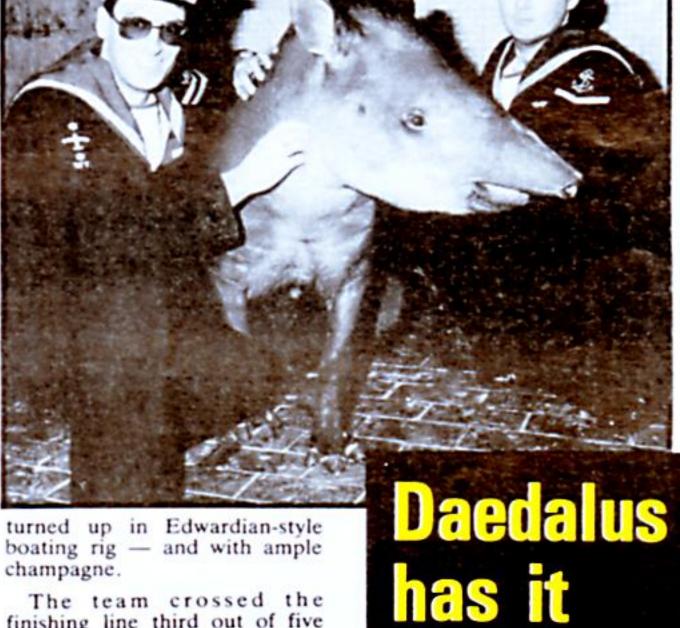
Danae Sniffles through the freezing gales

HALIFAX, Nova Scotia, proved a haven for HMS Danae after winter storms in the North Atlantic had battered her and the other ships of Standing Naval Force Atlantic.

It was the first visit of the STANAVFORLANT deployment, and the warmth of the welcome more than made up for the low temopportunfity to ski in the Nova Scotian interior, although other sporting arrangements were curtailed by the freezing weather,

However, the Danae's wardroom managed an appearance in the local press as a result of their conspicuous participation in the annual STANAV-FORLANT whaler race Bravely forsaking warm clothing in the blizzard conditions, they





finishing line third out of five after covering twice the distance of any of the other whalers.

Earlier in the deployment the Danae, in company with the West German FGS Rheinland-Phalz and the Dutch HMNIS Tromp, left Plymouth to battle through appalling weather to the Azores for a refuelling stop. All three warships suffered minor damage as a result of the battering of Force 11 storms.

Caribbean

Before making for Halifax, the trio rendezvoused 200 miles north of Bermuda with the other two vessels of the squadron - USS Taylor and HMCS Assiniboine — and the tanker USS Mononghela.

After having lived up to their "Sniffle" nickname in Nova Scotia, the squadron left the snowstorms to head for Caribbean sun.

IT'S not often that a shore base gets the chance to form international affiliations but now HMS Daedalus has adopted a charming female from Brazil.

tapired

She's pictured here at her home in London Zoo with Daedalus ratings LAEMs Mick Loizou (left) and Steve Smith. The adoptee in question is a Brazilian tapir named Eva who got to know a group of Daedalus sailors when they spent a long week-end at the zoo to resurface the tapirs' compound.

The sailors from the air station at Lee-on-Solent will be seeing more of Eva as they plan to carry out further projects at the zoo later this year.

SUB-ZERO temperatures this winter made them see red at HMS Dolphin — at least in the case of this buffer's party clearing the snow from the jetty, appropriately near HMS

The non-regulation garb appeared after the establishment's commanding officer, Capt. Roger Venables, saw

many of his men braving the freezing weather in their Burberrys, the only regulation overcoat available.

As a result he authorised all ratings to wear any warm clothing they wished while in the establishment, so garments appeared ranging from duffle jackets to Astrakhan coats.

SEEING RED IN THIS COLD WAR!

Picture: PO(Phot) Radar Thompson

Caribdash—on beer and chocolate!



HALF a bar of chocolate and a can of beer a day added variety to the somewhat basic diet for the crew of the sail training yacht Dasher on the 1987 Gibraltar-to-Trinidad Caribdash marathon.

The 12-strong crew was reduced to these meagre supplies to supplement the composite chicken-in-brown sauce and other "compo" ration packs after their bread and fresh fruit and veg. ran out.

HMSTY Dasher set out from Gibraltar en route for the

LEFT: Shipmates celebrate on HMSTY Dasher as the yacht pulls alongside HMS Bristol at journey's end in the West Indies.

Caribbean in mid-January. With the exception of her skipper from the Joint Services Sailing Centre, CPO Dan Naylor, she was crewed by officers and men from HM ships Ark Royal and Bristol.

Severe

The first leg of her journey to the Canary Islands proved the hardest part because of the severe weather conditions, yielding storm-force 10 winds and heavy seas.

Five days after setting out the yacht sailed into Grand Canary, where she refuelled and loaded on fresh water and food.

Then came the longest leg of the transatlantic crossing, with no stop intended before arrival in the West Indies.

This meant a programme of rationing with water consumption limited to five gallons a day to cover all cooking and drinking needs. Washing and cleaning was done in salt water.

As the fresh food ran out the men turned to the composite packs, plus chocolate and cans of beer.

At first progress was slow with a strong south-westerly hampering the attempt.

The yacht struck out in a southerly direction in search of the trade winds and eventually found them as the weather broke six days later.

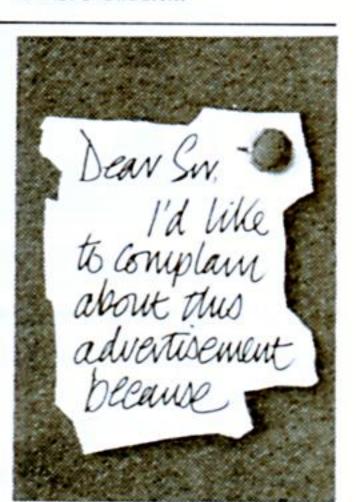
By now the yacht was some 300 miles north of the Cape Verde Islands and an Atlantic current and good breeze improved its progress.

Spectacular

Land was first sighted on February 5 - the island of Tobago. Dasher anchored in the island's Scarborough Bay to allow the crew to rest before setting sail for Port of Spain in Trinidad.

The entry to Trinidad was spectacular with the crew dressing in pirate rig for the final mile into port. As Dasher was brought alongside HMS Bristol the first mate and expedition organiser, Lieut.-Cdr. Mike Buggy, cracked open a bottle of champagne to celebrate - 25 days and some 3,738 nautical miles out of Gibraltar.

Other crew members were Lieut. Mark Dannatt (second mate), POMEA Hamblett, MEM(L) Johnson, AB(R) Thompson, MEM(M) Richards, MEM(L) Borret (Ark Royal), AEM Funnel (Ark Royal), LS Setterfield, WEM Nicol and LWEM Caddick.



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and dipping

AS Royal Navy ships made their own "Caribdash" across the Atlantic for Exercise Caribtrain, HMS Ark Royal found herself the centre of attention when she replenished at sea from RFAs Olwen and Regent (right).

Picture: HMS Ark Royal Photographic

Meanwhile, the ship's company of HMS Bristol, another of the Caribtrain group, made the most of a "hands-to-bathe" break in the sunshine.

Picture: LA(Phot) Ronnie Barker.



Faslane service at K13 memorial

SEVENTY years on, a memorial service has been held at Faslane Cemetery to mark the sinking of the submarine K13 during her final acceptance trials in the Gareloch in 1917.

Among naval personnel from the Clyde Submarine Base and their families who attended the service were members of the West of Scotland, Falkirk and Central Lancs branches of the Submarine Old Comrades Association.

Captain Submarine Sea Training, Capt. J. Clarke, laid the first wreath at the memorial. which lists the 32 men who lost their lives in the sinking.

The service was conducted by the Rev Anthony Pudner and other base chaplains.

 Submarine K13 was commanded by Lieut.-Cdr. Godfrey Herbert. When she sank, 48 men were saved after being trapped for 57 hours.

The cause of the accident was flooding - the K class submarines had funnels and were driven by steam.

It transpired that an engine room ventilator or ventilators had not been fully secured and a full account of the incident is given in Edwyn Gray's book "A Damned Un-English Weapon."



EXCEPTIONAL professionalism and efficiency as a naval photographer has won a special award for LA(Phot) Chris North, pictured left.

Chris, presently serving at RN air station Portland, has received the Captain's

Capt. Christopher Craig.

Chris joined the Navy in 1976, and has during his career won many other awards — in the RN photographic competition for the Peregrine Trophy. Inset is one of his prizewinning studies.

Tankard, presented by the

Captain of HMS Osprey,

Katrina, Belle of

KATRINA Porter's name had a familiar ring for the commanding officer of HMS Jupiter, Cdr. Rory McLean.

Katrina (17), from Kingseat, near Rosyth, visited the ship to point out that hers is the first name inscribed on the ship's bell. Her father, Thomas Porter, served in the Royal Navy for 35 years and was a chief petty officer serving in HMS Jupiter during the ship's first commission.

Katrina was christened on board and her name inscribed on the bell in 1969.

The connection doesn't end there, as Katrina is now working at Rosyth Naval Base in the administration offices of major ship refit projects, and the Jupiter, which recently entered refit in Rosyth, is keeping her

Meanwhile, Cdr. McLean has now transferred to command HMS Charybdis.

RUM GIFT TOPS £26,000 MARK

Jupiter

SECOND Sea Lord Admiral Sir Richard Fitch, has received a fat cheque for 40,000 dollars (£26,290) on behalf of the Sailors' Fund, of which he is Chairman of the Trustees.

The cheque is the latest donation to the Fund by Pusser's Rum and is pictured here being handed over by the company's chairman, Mr Charles Tobias.

Over the years, Pusser's have already donated £50,000, the annual sum differing according to the amount of their rum sold worldwide. So far the gifts have been used to buy such recreational items as a narrowboat, motor caravans, a glider and campers.

This year's presentation was made at the Royal Naval College Greenwich and was attended by Lord Nelson, Mr Michael Fogg of Pusser's Rum, and representatives of Pusser's new marketing company Saccone and Speed



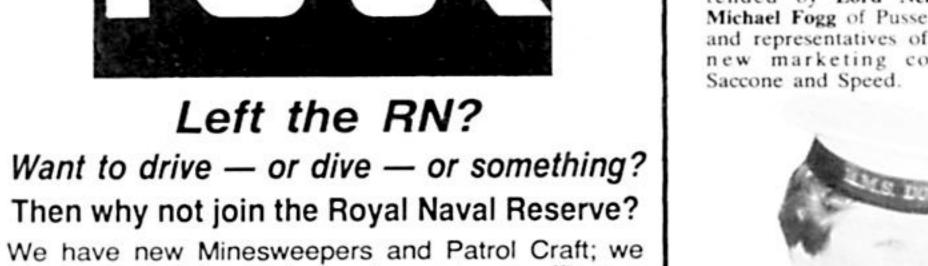
Jessica joins Dad's squadron



than 40 years ago, Jessica Gardner is serving with 815 Naval Air Squadron.

Third Officer Gardner is squadron staff officer at the unit's base at RN air station Portland. Her father, Leonard Gardner, served with the squadron as an RNVR lieutenant observer in 1943-44.

Later in his career, while serving in HMS Ocean, he talked down a Vampire fighter for the first landing to be made on a carrier by a jet aircraft.



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Mr. Kang Shik Ming has received the Testimonial of the

Mr Kang was presented with the testimonial by Capt. C. J.

A similar testimonial has been presented to Mr. Lau Wing

Po for 25 years' service. He received his certificate from the

commanding officer of HMS Herald, Capt. P. J. L. Kelly.

Freeman, commanding officer of his present ship, HMS

Captain in Charge Hong Kong.

Brilliant.

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Nama (Mr. Mrs Mice)



FEW members of the WRNS have received a certificate of advancement in such unusual circumstances as those met by WRO Denise Fitzpatrick (pictured above).

Denise, who is serving in HMS Dolphin at Gosport, received her certificate for Acting LWRO while spending a day at sea in the Oberonclass submarine HMS Orpheus.

Appropriately the item was presented by the boat's commanding officer, Lieut.-Cdr. Simon Bebbington, and to round the occasion off, Denise was able to share her good news with her fiance, RO Rooster Coburn who is a member of Orpheus's crew.

'Ace' pilot steps ashore

Jim Henry's last task on board HMS Ark Royal was chosen as the occasion for the Navy to show its appreciation of one of the best-known and respected men in his field.

After he took the Ark out of harbour for her Caribtrain 87 deployment to the West Indies, he was presented on the bridge with a Dartington Glass ship's decanter engraved with the names of all the RN vessels he has shepherded in and out of Portsmouth.

Our picture shows Jim (right) with the Queen's Harbourmaster, Capt. Christopher Chamberlen holding the decanter, and the then commanding officer of the Ark Royal, Capt. James Weatherall. Command of the Ark has now been taken by Capt. Michael Harris.



PEOPLE in the NFWS

TOUCH OF CLASS FOR SIX IN A ROW

SIX Royal Navy lieutenantcommanders serving on exchange duties in Halifax, Nova Scotia, took up oars to make their presence felt in the port's annual Whaler Grunt race.

As this picture shows, the British team added a touch of class to proceedings by turning up in boating rig — white trousers, wing collars and bow ties and toasting in champagne the other 22 teams. Chilling was unnecessary as the temperature was already several degrees below freezing.

FEW RULES

The competition has few rules, but practice beforehand is not allowed and each team must include the unit's commanding officer or executive officer.

Lieut.-Cdr. Richard Ayers, the only engineer in the team, was afforded the privilege of "driving." Oarsmen were (from left) Lieut.-Cdrs. David Cantello, Martin Langford, John Farmer, Anthony Woolston, and John Bycroft. They finished a creditable seventh. Picture: Halifax Mail, Nova Scotia





AEM Christopher Bolton

Long arm of the Navy

ARREST of an alleged burglar has won the Commendation of the Captain of HMS Osprey for AEM Christopher Bolton.

Christopher, who serves at Osprey, was awarded Capt. Christopher Craig's commendation for his vigilance and subsequent action which is thought to have saved a neighbour's property and to have prevented a successful crime.

SUSPICIOUS

He noticed a person leaving the house which he knew was unoccupied. Suspecting a burglary, he gave chase and stopped a man who, it is alleged, was in possession stolen of money.

Christopher detained the man and escorted him to his own home where he retained control until the police arrived.

Togetherness under the Navy's umbrella

SARAH and Tim are sharing the umbrella of the Royal For the day after Navy in more ways than one Third Officer Sarah Barnard passed out of Britannia Royal Naval College Dartmouth, she became Sarah Webb by marrying Tim.

The picture on the right was taken after the passingout parade, where Sarah was holder of the Pauline Doyle Trophy for "prowess on the parade ground while maintaining feminity."

WOPTI Tim Webb is serving at Dartmouth where he met Sarah before she began her three-month course to qualify as a WRNS officer. She joined the Navy six years ago and has worked in the pay offices of shore establishments, including that of the College.

They were married at Newton Abbot and, after their honeymoon, Sarah joined HMS Raleigh for a seven-month course for supply officers.

Tim moves to HMS Temer-



Third Officer Viv Price

aire, Portsmouth in June. Another WRNS award-

> winner at Dartmouth was Third Officer Viv Price, who won the Herbert Lott Award as the best all-round officer cadet on her 14-week course.

Viv. whose father is Air Vice-Marshall Robert Price, is an instructor officer and has joined the staff at HMS Raleigh.

And when Mid. Andrew Baillie passsed out of the College, the parade brought back many memories for his grandfather, 91-year-old Mr. George Baillie.

George, who watched the proceedings, is a former PTI who served in the Navy for 40 years, including a spell at Dartmouth. After the parade he toured the College, paying particular attention to classes in the gymnasium. The College's PTIs marked his visit by presenting him with a PTI's badge to wear on his sports kit during workouts.



CWEM(O) Sid Molyneaux

Second service clasp for Sid

AFTER no fewer than 45 years' reckonable service in the Royal Navy, CWEM(O) Sid Molyneaux has received a second clasp to his Long Service and Good Conduct Medal.

Sid, who joined the Navy shortly after the outbreak of the Second World War, was presented with his award by the Chief Naval Engineer Officer, Vice-Admiral H. L. O. Thompson.

While serving in the cruiser HMS Durban, Sid took part in the evacuation of Singapore before the Japanese take-over in 1942. His subsequent vessels included HM ships Montclare, Contest, Sirius, Newfoundland, Undine, Dampier, Cardigan Bay, Glasserton and Victorious.

As a "promised man" he has the right to remain in the Service until he is aged 65. For the past 22 years he has been at HMS Collingwood where he has been involved with the enormous re-build programme.

Cockpit farewell

REAR-ADMIRAL Linley Middleton stepped back into the cockpit to bid farewell as Flag Officer Naval Air Command.

When he left his HQ at RN air station, Yeovilton, he was towed out, standing in an old Sea Hawk jet fighter, one of the first types of aircraft he flew early in his career. Motive power was provided by his air station captains and senior headquarters staff.

Admiral Middleton, who is retiring from active service, was presented with a model field gun on his farewell visit to HMS Daedalus. The replica had been built over two months by CPO Shiner Wright.

New FONAC is Rear-Admiral Roger Dimmock.

College honours for Caroline

FOR the first time a member of the WRNS has won the top student award on the RN staff course at the Royal Naval College Greenwich.

She is First Officer Caroline Coates, one of only two WRNS officers on a 56-strong course for mid-career lieutenant-commanders and commanders.

First Officer Coates has now left Greenwich to join the staff of the Commanderin-Chief Naval Home Command as a chief officer.

Other RNSC prize-winners included Lieut.-Cdrs. N. P. Smith and W. M. Covington, and Surgeon Lieut.-Cdr. R. J. Clark, all three of whom took Director's prizes for outstanding work. Lieut-Cdr. B. F. Pellow and Capt. P. A. Reynolds RM won the Director's commendation for meritorious performance.



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Please mention Navy News when replying.

Balmoral Knitwear by Symbol

Trouser trials nearly over

TRIALS of fire-resistant No. 8 trousers manufactured from a heavier weight and higher quality material are nearing completion.

This trouser material should be an improvement over that currently in use, and following formal acceptance trials should be introduced progressively from late 1987.

Meanwhile, separate trials will begin early this year of both shirts and trousers made from a blend (80/20) of cotton and polyester.

Although the material has no easy-care properties, it is hoped that these garments will be smarter in appearance and more durable that the all-cotton patterns, as well as accepting fireresistance treatment.

Trials for No. 8 shirts and trousers manufactured from NOMEX for use in submarines are continuing, and interim reports suggest that the material should be acceptable.

EASY-CARE

Trials have begun in HMS Southampton and at Hong Kong of two easy-care materials which could replace cotton satin drill in white tropical uniform.

An alternative easy care material to replace blue drill in working shorts is also being trialled.

A decision on the introduction of new materials will be taken this year, with introduction of garments in 1989, dependent upon the availability of funds.

Initial introduction is planned for late this year of a v-neck heavy wool jersey as a compulsory item of uniform in officers' Class I and III ratings' outfits, as a replacement for the round neck version. The jersey will also replace the current broad rib pattern in WRNS scales.

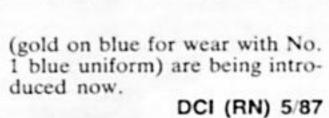
Ratings dressed in Class II uniform will continue to wear the round-neck version.

COMBAT SHIRT

In the manufacture of officers' shoulder badges, EP wire is to be replaced by cotton/ viscose lace which is less susceptible to tarnishing. Introduction will be progressive, starting this year.

For the Royal Marines, a smarter and more comfortable combat shirt will be introduced this year, as well as the replacement of nylon stockings by those of a wool/nylon mix.

Specialist qualification badges





"Your shout, darlin' "

Turbulence ahead!

FUTURE arrangements for WRNS writer categories are announced, with training changes required for employment in a Unit Personnel Office.

The aim will be to train all WRNS Writers (P), with the exception of WOs(WTR)(P) to the same standard in (G) skills as they have reached in (P) work so that they can fill complement billets as WRNS Writers.

Savings in complements identified from the introduction of Centralised Bank Payment are to be realized by March 31, 1988.

It is intended that bearings in establishments concerned will be corrected to the new complements over a three-month period from January 1988.

"This will be a period of some turbulence." says the announcement, "and the co-operation of all heads of departments, divisional staff,

and Wrens concerned will be essential." There will be a requirement for a limited number of WRNS Writer (G) ratings to crosstrain in pay skills. Future employment for Writers (G), both before any cross-training and

for those who do not cross-train is assured. DCI (RN) 17/87

> regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be

studied.

Aim of this

Sport needs

more Cash

A MAJOR contribution to Royal Navy sport has been made by the Voluntary Sports Subscription scheme, but to maintain the stated aims, more money is now needed.

For the first time in the seven years of the scheme's existence, subscribers are being asked to increase their payments from 20p per month to 30p.

The stated purposes of the scheme are:

- to increase sports grants and loans to ships commissioning;
- · to give direct financial assistance to Commands and areas; · to increase annual grants to recognized sports associations;
- to provide more generous support for serving international sportsmen; and
- to contribute towards the funding of sports-orientated capital projects not provided from public funds.

An announcement says that to maintain the fund in credit it has recently been necessary to hold down expenditure on the first four purposes, and to suspend contributions to the last purpose altogether.

To reverse this trend and to ensure that future income will achieve the necessary level required to meet commitments, the RN and RM Sports Control Board has decided on the increased subscription.

At the same time, the scale of grants to ships newly commissioning will be doubled: from £500/£350 to £1,000/£700 (depending on the size of the ship's company).

In view of the importance of the fund to Royal Navy sport, new efforts are to be made to encourage contributions from the 64 per cent of eligible personnel who at present do not help.

In its first six years the schemes raised about £246,000, and allocations are listed as follows:

Commissioning grants, £28,102; commands and areas, £68,625; sports associations, £104,625; international sportsmen, £13,581; capital projects, £17,600; balance, £13,625.

DCI (RN) 4/87

Chiefs

NAMES are listed by branch of those candidates selected for promotion to chief rate to meet expected vacancies arising in the promotion year which started on January 1 1987. Any shortfall will be met by bringing forward in May the reserve selections.

Vacancies will be filled as they occur in order from the lists.

DCI(RN) 32/87

Hang gliding

THE SERVICES hang gliding championships will be held on South East Wales flying sites between July 29 and August 2, based at the Joint Services Hang Gliding Centre, Crickhowell.

JS announcement dated February 6.



"Can I twist your arm?"

New badges

NEW uniform badges are now being introduced for able and leading rates following the 1985 announcement that RN and WRNS ratings in the Supply and Secretariat Branch / Category are to display their level of qualification in accordance with the approved four-tier system.

Badges for CPOs and Chief Wrens on Scale A pay are to be phased out and replaced by alternatives, and there are interim arrangements for able and leading rates who still retain the suffix CA. Badges for other ratings remain unchanged.

DCI(RN) 28/87

Welsh gruel

ALL THREE Services are being invited to enter teams in the Welsh 1,000 - a gruelling mountain race held annually in Snowdonia. This year's date is June 7.

The race starts at sea level at Aber on the North Wales coast, the course being one of 31 kilometres crossing nine peaks, each one being over 1,000 metres.

As the announcement says, "It is a strenuous event and competitors need to be properly trained."

Total entry is limited to 35 teams - five of them women. DCI (JS) 11/87

Salvage prize

A SALVAGE award has been made to HMS Anglesey for services to the fishing vessel Milford Star on October 21, 1984.

Equitation

EQUITATION courses will take place at Service units in the UK, including HMS Dryad and RM venues. In addition, courses are being held by a number of saddle clubs. Full details, including dates

and prices, are given for those wishing to apply for courses for 1987-88.

Just one warning to those keen to keep their seat: "It is important that students attend

courses appropriate to their experience.'

DCI(JS) 13 / 87

Cold award

THE CITY and Guilds of London Institute has agreed that the award of its Refrigeration Technician's certificate is appropriate for all artificers who have successfully completed the course at HMS Sultan, and passed the ADFRIG examination.

DCI (RN) 6/87

ARE YOU ON TARGET?

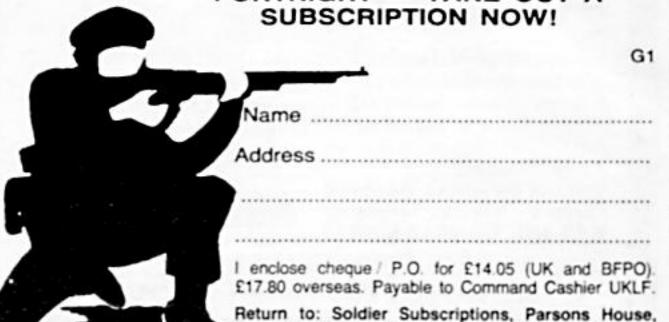
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Announcement dated January 1987



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Brereton blasts big

mine In Scapa

DURING Scapa Flow minehunting and seabed clearance operations HMS Bereton netted a German U-boat mine containing 750lb. of explosive.

As no enemy minelaying submarines were known to have penetrated Scapa it is thought the buoyant mine was brought in by tidal streams after it broke free from its sinker.

In near perfect conditions the mine was located by sonar three-quarters of a mile off land in the north of the anchorage.

Working with two other ships from the new Commodore Minor War Vessels Flotilla, HMS Maxton and HMS Kellington, and the Hunt class MCMV HMS Cottesmore, the Brereton cleared three torpedoes, a drill ground mine, cylindrical debris and several mooring buoys - as well as the German mine.

Her first lieutenant, Lieut. Bill Scarth, dived on the mine to place a 4lb. pack of plastic explosive on its case.

The charge was successfully fired, shattering the weapon into hundreds of pieces - and notching up the Brereton's fourth item of live ordnance disposed of by the ship in her first year since leaving the RNR to join the new flotilla.

A Mk 8 practice torpedo, found the same day, was presented to the Lyness Museum, to accompany the Spitfire engine and guns previously presented by HMS Bildeston.

Royal Oak

The ships were taking part in the Third MCM Squadron's exercise, Squadex 87.

While in Scapa the Brereton co-ordinated a check-up dive on the wreck of HMS Royal Oak, sunk by a German submarine in 1939. Divers were able to confirm that the wreck, a war grave, has not been tampered with by unauthorised divers.

The ships returned to Rosyth to take part in inter-ship competitions, including Exercise Awkward, fire fighting, demolitions, shooting and sea survival training, cake baking and an assault course



KELLINGTON CROWS ...

Success in inter-ship competitions ranging from fire-fighting to cakebaking (though not necessarily simultaneously) resulted in the award of the Third Mine Countermeasures Squadron Cock to HMS Kellington.

Here, as delighted ship's company members look on, the trophy is presented to the Kellington's commanding officer, Lleut.-Cdr. Anthony Davies, by the Squadron Commander, Cdr. Anthony Fisher.

Swordfish

heroes return

FOUR heroes of the Fleet Air Arm's Swordfish attack on the German fleet in the Channel in 1942 returned to RAF Manston for a memorial evening 45 years to the

All six Swordfish engaged in the battle were destroyed. Of the 18 men aboard only five survivors were later rescued from the Channel.

Their gallant leader, Lieut.-Cdr. Eugene Esmonde, who had been presented with the DSO by the King only the day before, was killed in the action.

Survivors

The attack was launched from Manston in two flights of three aircraft and all the survivors were from the first wave. They were Sub-Lieut. Pat Kingsmill (pilot); Sub-Lieut. Mac Samples (observer); Leading Airman Don Bunce (air gunner); Sub-Lieut. Edgar Lee (observer) and Sub-Lieut. Brian Rose (pilot), who was later killed in a flying accident.

Kingsmill, Samples, Bunce and Lee returned to Manston on February 12, the 45th anniversary of the battle, as honoured guests of the officers'

Manston's commanding officer at the time of the attack, then Wing Cdr Tom Gleave, was also an honoured guest.

The guests were received by the president of the Mess Committee, Sqn-Ldr. Hugh Gray-Wallis.

'No. 1' returns to bless Atherstone

THE Rev. Hugh Wake was invited to bless the new HMS Atherstone when she was commissioned in the QE2 berth at Southampton - nearly half a century after he served as first lieutenant in the previous ship of the name, the Hunt class destroyer.

Other guests of a bygone era included other former ship's company members - many of whom had not met since the end of the Second World War.

Atherstone, the latest Hunt class mine countermeasures vessel, was launched by Mrs Amy Jarvis, wife of Mr P. W. Jarvis, Deputy Controller Warships.

After part four trials the ship is due to join the Fourth Mine Countermeasures Squadron, based at Portsmouth.

Guests at the commissioning included the Chaplain of the Fleet, the Ven Noel Jones; Flag Officer Portsmouth, Rear-Admiral Anthony Wheatley; Commodore Mine Warfare, Commodore Barry Clarke; and the Captain of the Fleet, Captain D. S. Dobson.

FAMILIES

Civic quests included the Mayor and Mayoress of Southampton, the Mayor and Mayoress of Atherstone, North Warwickshire, pupils of Atherstone South Middle School, and families of those serving in the new ship.

The Royal Marines Band of Britannia Royal Naval College and Atherstone Band provided musical accompanient and a special commissioning cake was donated to the Rowan Day Centre for the handicapped at Atherstone.

After the ceremony a reception was held in the Royal Naval Reserve Solent Division HQ, HMS Wessex, during which the old Atherstones agreed to hold an annual reunion in the North Warwickshire town.



Acceptance ceremony group: From the left, STD George Thwaites, Vosper managing director Mr Peter Usher, HMS Atherstone commanding officer Lieut.-Cdr. John Bailey, and ship's sponsor Mrs Amy Jarvis, wife of Mr P. W. Jarvis, the Deputy Controller Warships at the Ministry of Defence.

DIARY

RNR Air Branch Dinner, HMS Daedalus — March 20. Bath and West Show FAA Field Gun Runs — May 27-30.

Scottish International Air Show, HMS Gannet - May 30 National Maritime Museum 50th

Anniversary, London - June 6.

Hants - June 7 HMS Inskip Open Day - June 7. Fleet Air Arm Fleid Gun Crew Public Displays, HMS Daedalus - June 11, 18,

RNAY Fleetlands Open Day, Gosport,

25, July 2, 9. Swordfish Exhibition and Telegraphists & Air Gunners Display, Fleet Air Arm Museum, Yeovilton - July

Royal Tournament, Earls Court, London - July 15-August 1 Portland Naval Base Open Days, including RNAS Air Days - July 18-19. HMS Daedalus Air Day -- July 18. HMS Seahawk Air Day - July 29. Historic Flight Meeting and RNAS Yeovilton Families Day — August 1. Portsmouth and Plymouth Navy Days

August 29, 30 31.

Yeovilton — September 6-7.

 Additions to the diary will be considered if submitted in writing to the Editor.

Telegraphists and Air Gunners Asso-

ciation 40th Anniversary Meeting, RNAS

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Removal expense anomaly angers PO's wife

WHY should WOs and chiefs be entitled to removal expenses for twice as much furniture as POs?

Is it because POs are supposed to have half the number of people in their families? So asks a wife in a letter to Navy News.

A reply outlining the official position acknowledges that the present furniture removal expenses system contains anomalies and is "less than perfect." But it also points to a rule which shows how some people might prove lucky should there happen to be a bit of spare room in the van

This is what the wife wrote: "My husband was recently given a draft which will entail us moving from one end of the country to the other. We own our own house and intend buying another at his new place of work.

"Although I realise we would have to pay solicitors, estate agents, and surveyors out of our own pocket, I at least thought the Navy would pay for the removal of our furniture.

"Since looking into the regulations my husband has discovered that, as a petty officer, he is entitled to move only 600 cu.ft. of furniture, whereas CPOs and warrant officers are allowed 1200 cu.ft.

"I should very much like to know why the Navy discriminates against us in such a way. Are the petty officers and below supposed to live in only half the amount of space and have half the number of people in their families?

REVAMP

"Considering the expense to which the Navy are putting us, I think the least they could do would be to move all our belongings for us. There should be no discrimination as to rank and rating in such matters. This is an unfair regulation and should be changed."

That is how the wife concludes her letter. So, are the regulations unfair? Says the reply, "MOD staff

officers do realise that the present system of furniture removal expenses contains anomalies and is less than perfect. Negotiations are under way for the introduction of a revamped scheme which, if accepted, will benefit people in the position of your correspon-

"However, it is unlikely that the negotiations will be completed in time to assist your correspondent, and her best bet is to note the following extract from BR 8587:

"If the amount of furniture actually conveyed is more than

the entitlement but less than the capacity of the van used, payment may be allowed in full provided that the claimant furnishes a certificate from the removal contractor that the vacant space in the van could not have been used and a smaller van was not available."

Century celebration renews Navy link





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WHEN she celebrated her 100th birthday in February Miss Eileen Smyth, a resident for the last 40 years in the Soldiers' Sailors' and Airmen's Families Association home for officers' widows and daughters in Wimbledon, knew the family was coming. But she was completely taken aback when SSAFA arranged for Leading Wren Jean Barlow and Able Seaman Albert Doo to help blow out the candles on her cake.

"It was a wonderful surprise to be in contact with the Navy after all these years," she said. "My father was honorary vice-admiral and

often used to take me on board ship as a young girl."

To mark the occasion Miss Smyth wore the ermine cape given to the home - Queen Alexandra's Court, Wimbledon — by Queen Alexandra for the eldest resident to keep during her lifetime.

Miss Smyth never lost her love of the sea and is widely travelled. She spent her working life as a violin teacher after studying at the Royal College of Music and later became a member of the Wimbledon Orchestras.

Her secret? "I've had a very happy life — but I don't drink or smoke so that might have helped!"



Oh, brother! Fancy meeting you here!

KIM VALLANCE found there's no getting away from younger brother Steven - even though she is based 8,500 miles from home.

While Kim chose the Royal Navy as a career, Steven followed in father's flight path and opted for the Royal Air Force. But both have recently found themselves not only in the Falkland Islands but also working in the Joint Communications Centre there for the British Forces.

Kim is a Wren radio operator and Steven an RAF senior aircraftsman. Their father, Chief Technician John Vallance, is based at RAF Cottesmore.

Life in the Falklands is busy for the staff of the Communications unit, though both Kim and Steven got the opportunity to see something of the islands they help to defend.

Happy ceremony

THE RN/RM community centre at Harcourt married quarters in Happy Valley, Hong Kong, has been reopened after conversion and refurbishment work.

The ceremony was performed by Mr. Yee Jun Nem, who has been the centre's barman for the last eight years, having served the China Fleet Club for 34 years. For this one evening he handed over custody of the bar to the Captain in Charge Hong Kong (Capt. C. W Gotto), allowing him the privilege of drawing the first pint.

Work at the Harcourt centre was made possible by funds from the China Fleet Club, and much appreciation was expressed over the new facilities and decor.

Bermuda profits help children

WHEN Charge Chief David Johns and his wife Diane returned to the UK from the Bermuda base HMS Malabar, they presented a cheque for £2,900 to Alexandra House, the Royal Navy's short-stay residence for Service children at St Budeaux, Plymouth.

Alexandra House, whose patron is Princess Alexandra, is well known to Diane from her work with the Helping Hands organisation in Plymouth.

During her husband's two-anda-half years as dockyard manager in Bermuda, Diane ran the Malabar souvenir shop. By tradition she was allowed to donate profits made during her time there to a charity of her choice, and she chose Alexandra House.

Up to nine children under 16 can be accommodated at Alexandra House, which also provides day care. Children can be accepted at short notice and in circumstances calling for temporary assistance for parents.

Help is not limited to Plymouthbased families, and the house mother can be contacted on Plymouth 365203 by any Service parent wishing to use the facility.

Building plans expand

THE ROYAL Sailors' Rests organization has plans to spend thousands of pounds on the kinds of accommodation which, after the war, seemed to be no longer required.

Large-scale premises were sold, but there has been a renewed need for accommodation at Portland and Rosyth. At Portland another £40,000 is needed for improved facilities at the new Rest, but the Rosyth venture is likely to cost £400,000.

An important part of the Rosyth aim is to provide a haven for wives visiting husbands based there.

Helensburgh has also been marked down for a centre to serve naval families during the day, and single sailors in the evening.

In the spirit of founder Aggie Weston, the annual report says: "There is much that we are hoping to do, but the ability to expand is constrained by the finances available. May we call on your help and your support in prayer."

The report also expresses gratitude to those who have helped, including King George's Fund for Sailors and the Sailors' and Fleet Amenities Funds.

Residents want to spruce up quarters

IS THERE a growing demand for residents of naval married quarters to be allowed more freedom to improve their homes? One resident who thinks so has written a long letter on the subject to Navy News.

First of all he described the "penny-pinching cutbacks" and "slapdash repair jobs" brought about by lack of finance, causing frustration, he says, not only to the families but also to the estate wardens and staff who have to plead "lack of cash" for being unable to do more.

There is no intention, he says, to knock the staff, who he believes are doing their best against the background of financial restrictions.

"Wouldn't it be one possible solution," he writes, "for the MQ occupant to be given more of a free hand with regard to internal decor, thus bringing us into line with local authorities who allow families more scope to make a nicer home for themselves?

"The restrictions at present imposed on naval families towards home decor are, to say the least, stiff, the impression being 'You live here, but don't alter anything.' It has been like that for years. Is it not time for a change of attitude towards the families living in quarters?"

The correspondent — a leading writer serving afloat concedes that there are some families who abuse a quarter to such an extent that they have to be charged for their neglect when they move.

"I can only assume" he goes on, "that those families are the minority, and therefore the majority should not be made to suffer the same restrictions.

"There are families who would like to do various things to their quarters for improvement, instead of knocking on the estate warden's door every time something goes wrong.

"There are numerous callers about double glazing, fitted kitchens, insulation and the like. Admittedly these cost money, but if families were staying in one area for a length of time, work of this nature may just be worth considering - for one thing to save on fuel bills.

"Some Service families would like to display their doit-yourself talents in showing what a nice home should look like, leaving major problems to the estate wardens.

"Surely if the present Victorian attitude was stopped, allowing people to do more for themselves with their own money, it would ease the financial burden."

The reader adds weight to his suggestions by pointing out that "a lot of families, including myself, find themselves committed to stay where they are living, due to children's education."

He also says he would like to see greater opportunities for MQ occupants to purchase their homes, in a way similar to local authority tenants.



Don't skimp on holiday insurance

AT THIS time of year lots of people are thinking about holidays. Many of them, particularly those going abroad on package holidays, will wisely be arranging travel insurance covering medical expenses, personal accident, personal effects, cancellation and curtailment.

This wide range of cover is usually ideal for a civilian holiday-maker but for the Serviceman it is incomplete because the small print of the normal policy does not cover cancellation of a holiday for Service reasons.

Those who want to insure against holiday cancellation for Service reasons should ensure that the policy contains wording along the following lines: "The insured, being a member of HM Forces, having arranged leave cancelled due to the exigencies of HM Armed Forces, will be reimbursed by the underwriters for any unrecoverable payments for travel and accommodation."

If the policy does not contain a clause like this — and most don't - appropriate cover can sometimes be obtained from a local travel agent or insurance broker. Those who have diffi-

Bryan Brock, 9 Cromwell Crescent, Worcester, WR5 2JW (Tel. 0905 353692). Hayman Jackson Insurance Brokers, Petersfield, Hants GU32 3JL (Tel. 0730 68222). Robert Hamilton, Minet Insurance Brokers Ltd, Minet House, 61-63 London Road, Redhill, Surrey, RH1 1LL (Tel. 0737 72511 (Ext. 233)). P. Curran Ltd, 186 West Street, Fareham, Hants (Tel. 0329 235841). Naafi Insurance Services, College House, Upper College Street, Nottingham, NG1 5EU (Tel. 0602 411991).

There are several reasons why Service leave dates can be changed at short notice, including the raising of security states and last-minute changes to ships' programmes. So Service personnel who do not want to lose the money invested in their holidays should make sure they are fully covered as there is no compensation available from public funds in normal circumstances.

There have also been cases where Service personnel have been taken ill or been injured while on leave in foreign countries. Many of those involved were insufficiently insured or not insured at all against medical, hospital, and repatriation expenses. These expenses can be enormous, easily amounting to many thousands

Those going on leave outside the UK, including people travelling under the Concession farepaying or Indulgence schemes (and their families), are strongly advised to take out adequate insurance against hospital and

... and this is what we call a skeleton crew

AN ANATOMICAL analysis at the Royal Hospital School, Holbrook, where Admiral of the Fleet Sir John Fieldhouse (Chief of the Defence Staff) dropped in for a special ceremony.

Before opening the school's new library building, Admiral Fieldhouse met Second Form pupil Stephen Firman during a biology lesson and both took a keen interesting in the demonstration skeleton. Stephen's father, CPOMEM(L) Malcolm Firman, is serving in HMS Fife.

On arrival by helicopter at Holbrook, accompanied by Lady Fieldhouse, the admiral inspected the guard and school band, and took coffee with senior prefects before touring the school.

After lunch in the new Staff Common Room he officially opened the Prince of Wales Library. Later there was a short concert by the school choir.

The new building which incorporates the library also contains eight new classrooms, Staff Common Room, a reprographics room and a bookshop. It had enabled the school to reduce class sizes and provide improved staff amenities as well as a superb library.

At present Holbrook educates some 700 boys aged 11-18.

Picture: PO(Phot) Danny du Feu

D.J.s await cues

ARE THERE any families clubs interested in recording messages from wives and children for playing in ships at sea? All the British Forces Broadcasting Service is waiting for is the invitation, says Roger Hudson, of BFBS London.

As briefly reported last month, about 30 ships currently deployed receive 30 hours of radio programming from BFBS each week.

Familiar names on national radio in the UK like Tommy Vance, John Peel, and Tony Blackburn, as well as news broadcasters like Peter Hobday, who presents a weekly defence magazine programme for the BFBS shore-based network throughout the world, are also heard by those serving at sea.

These programmes are part of the 60 hours a week produced in London to supplement the radio output of the BFBS stations overseas. Stations in BAOR, Cyprus, Hong Kong, the Falklands,. Belize, and Gibraltar, with smaller stations in Dharan and Brunei, run for 24 hours a day, seven days a week.

"We are unable to operate a similar system for ships' companies," says Mr. Hudson, whose responsibilities include supplying programmes to ships, in liaison with Northwood, "but what we can do, is include special programmes tailor-made for the ships."

Requests

BFBS will either make a request programme for a specific ship or include a particular ship in a general ships request programme.

"We are about to change some of the more familiar presenters used on these programmes," said Mr. Hudson, "and among the new voices will be Sandi Jones, who is well known to the Navy, as well as others.

However, co-operation by the families is essential to make these programmes a success and they depend on letters being sent to Ships Requests, BFBS London, PO Box 1234, London, W2 1LA.

In sending requests the details required are: Ship, rank/rating and name; name of sender (including children) and address, message - it can be humorous — and record request if required.

Duchess boosts Faslane aerobics

FASLANE RN Wives' Association received the good wishes of the Duchess of York for their sponsored aerobic session which resulted in nearly £700 being raised for the Royal Scottish Society for the Prevention of Cruelty to Children.

Twenty wives took part in the event, all of them completing a full hour of strenuous aerobics. As their classes started only last August, when they managed just five minutes, this was reckoned very good going.

Class members have been meeting three times a week (as

well as once a week for the Wives' Association) and their instructor is a naval wife, who trained in London.

In reply to an invitation to attend the sponsored event, the Duchess of York, regretting that she could not be present, said that as a naval wife she wished them a very successful day in their efforts to raise money for the charity.

 Any naval wives in the area not already involved are warmly invited to join in the activities of the Faslane RN Wives' Association.

culty in finding this special type of cover might like to inquire at the following brokers about coverage possibilities for themselves and their families.

of pounds.

medical expenses.

Equally those people stationed overseas who take leave in a different country from the one in which they are based should ensure they have medical insurance.

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THETTE

Time for a brush-up on self-help?

WHILE much of the Navy goes down to the sea in ships, some sailors and all the wives find themselves on dry land. And the lives of those ashore centre, where possible, on home — be it private or married quarters — including the joys of decorating and removals.

Items on our Familes pages this month reflect

the deep interest in such issues.

With considerable feeling, a leading rate (serving afloat but obviously dreaming of home) asks if more scope can be allowed for internal decoration of quarters by the tenants. Why, he asks, cannot people be given more of a free hand in such work? Less of the "Victorian attitude" would also ease the public financial burden, he suggests.

The drawbacks

On the face of it, his case looks good. But are there drawbacks? Well, one family's purple-walled heaven may be another's psychedelic Hades — and could mean some radical redecoration when the occupants change. Even deeper problems could occur if some intrepid do-it-yourselfer came unstuck during an ambitious spate of wall removals.

And if tenants were allowed to pour cash into costly improvements like double glazing, what happens when the time comes to move on if

they cannot buy their quarter.

So perhaps the situation is not as straightforward as it might look. All the same, many people will sympathise with responsible tenants seeking only to improve the surroundings in which their families live. Isn't there room for a touch of compromise here?

Meanwhile, a naval wife points to what she regards as an anomaly over furniture removal expenses entitlements, even asking if POs and below are supposed to have smaller families (and so less furniture) than CPOs and above. Doubltess reward should accompany promotion, but this must seem a strange rule to many, and the official view agrees that the system, now under review, is "less than perfect."

Perhaps it is a minor matter compared with some on which a higher priority would be placed. But obviously it niggles in some places. If recollection is correct, it was the AFPRB which said that sometimes it is the small things which can have a disproportionate effect on one's overall view. Little things can mean a lot.

Praise for Gannet's Gosport beavers

TRIBUTE has been paid to the work of volunteers from HMS Daedalus and HMS Sultan in helping towards assuring the future of the only remaining British sloop of the last century.

"What we want is real money over the pay table - not these ruddy I.O.U.s from Centurion!"

As reported in our February edition, the Gannet now looks to be heading for a secure future after many months with her fate in the balance.

Following a decision by the Maritime Trust, the plan is to restore the ship in Chatham and then display her to the public.

From the Royal Navy's present HMS Gannet at Prestwick airport in Scotland, the commanding officer (Cdr. K. D. MacKenzie) writes that news about a secure future for the ship is welcome. Explaining that it was not just the decision of Maritime Trust that has saved her from a watery grave or the breaker's yard, he

"A dedicated band of volunteers, the Gosport-based Gannet (1878) Society have for the past four years given up much of their spare time and applied considerable organisational, research and craft skills to ensure that such a secure future for the ship was possible.

Daedalus, Sultan

"Working under their inspiration and guidance, volunteer teams of artificer apprentices and Part 3 Trainees from HMS Daedalus and HMS Sultan have also beavered away at weekends chipping, painting and fabricating. Furthermore, RN establishments in the area have also applied their skill to fabricating materials to the exacting requirements of historical accuracy.

"Any weekend visitors to the ship in recent years could not fail to be impressed by the hubbub of activity and the sheer drive and determination of the Gannet Society members.

"Although the main aim of the society has been to restore the Gannet to her former glory, the retention of the ship at Gosport for public display, post-restoration, was an important secondary aim and to this end the society spared no effort in making a supporting case to the Maritime Trust.

"The decision to complete restoration at Chatham, rather than Gosport, has, therefore, come as a sad blow to the society and will, of course, curtail their future involvement. It is a measure of their dedication and commitment, however, that they are already planning to maintain close links with the ship, and are casting their eyes around for other maritime projects to support in the Gosport area.

"The present HMS Gannet, located at the Scottish International airport, Prestwick, has maintained a close link with her illustrious

predecessor through the Gannet Society, and their co-ordinator, Mr. Graham Davies, has kept us fully informed of the significant progress over the years.

"My ship's company join me in thanking the society chairman, Mr. David Muffett, and its stalwart members for their invaluable contribution to Great Britain's naval heritage, and we wish them every success in further ventures."

The Gannet was a typical mid-Victorian warship, fully rigged as a barque but with steam machinery and screw propulsion. Later she was employed for 57 years in the Hamble River as an accommodation ship for Cdr. C. B. Fry's Nautical Training School which closed in 1967.

Restoration is likely to cost around £2 million and contributions to the project would be welcomed by the Maritime Trust at 16, Ebury Street, London SW1.

-MEANWHILE, AT CHATHAM-

Money for new rope



Picture: Martin Charles

CHATHAM Historic Dockyard Trust has launched a new firm called Master Ropemakers to continue the ancient craft in its traditional home.

The 200-year-old Ropery, pictured here, has been completely refurbished, at a cost of about £3 million, and the first orders have been coming in.

Mrs Paddy Nesham, the Chairman of Kent County Council, which lent its financial support to the two-year project, performed the opening ceremony.

A short re-commissioning ceremony in the Ropery launched the new company, set up by the Dockyard Trust.

Ropemaking began at Chatham in 1618 and the present, refurbished Ropery was built in 1786. It was operational until the RN Dockyard closed in 1983.

The largest building of its kind in the world, the Ropery is more than 1,000ft. long and 50ft. wide.

The Cambridge-based contractors

Sindall spent more than two years refurbishing the Ropery, overhauling and repairing many of the structural timbers, cleaning the building and made it safe from insect and fungal attack.

Local labour was taken on to complete the project, including many exdockyard employees who proved invaluable in being familiar with the use of large sections of timbers incorporated in the repairs.

Victory orders

The contractors also repaired the old Spinning Room Building. Throughout the work rope manufacturing continued to be maintained.

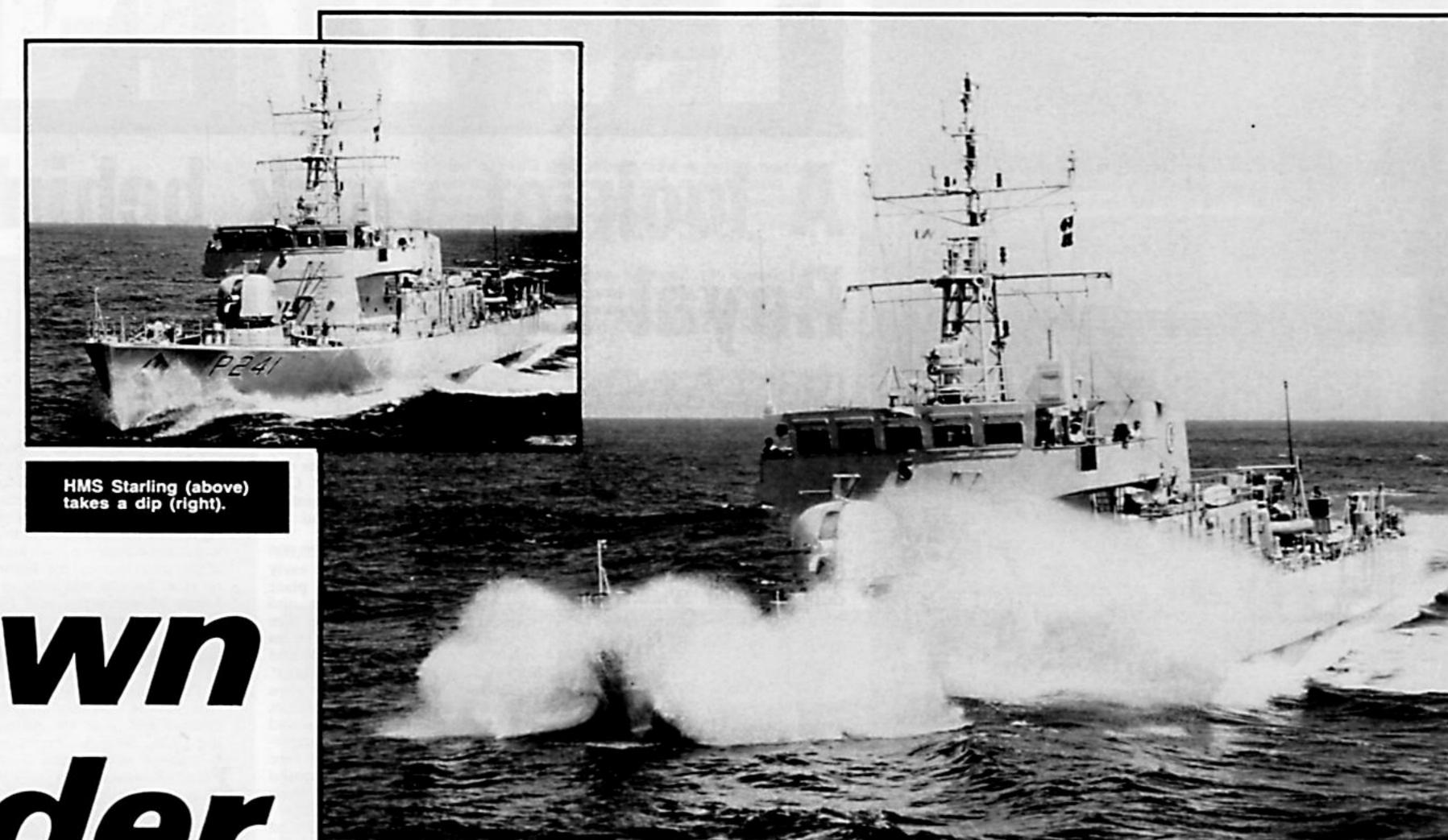
Among the first orders for the new Ropery were those from HMS Victory, which was built and outfitted with flags, sails and ropes at Chatham.

Peacock and Starling deploy South

BEAUTIFUL Western
Australia was the
destination of two
ships of the Hong Kong
Squadron in a "minideployment" — giving
excellent photo
opportunities for
LA(Phot) Vince
Richards.

HM ships Peacock and Starling first called at Geraldton, then Fremantle, where their visit coincided with the exciting final stages of the America's Cup yacht races.

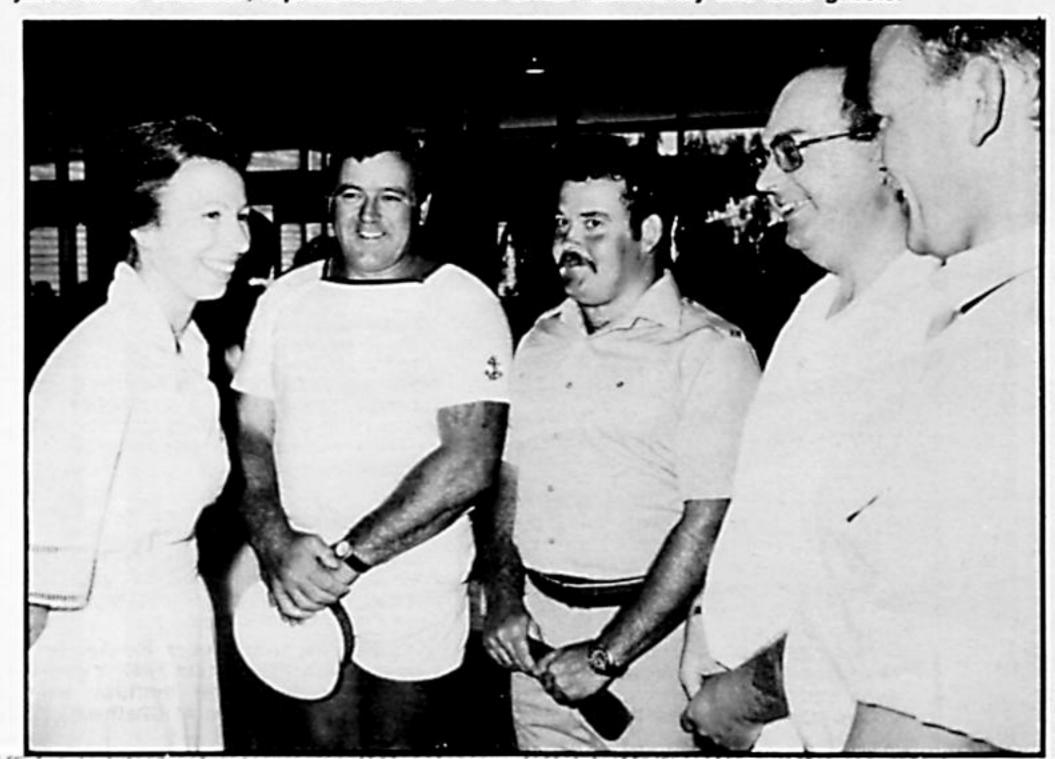
Bunbury was another W.A. port of call before the ships returned to Hong Kong via Bali (South Java) and Brünei.



Down Under for the Cup



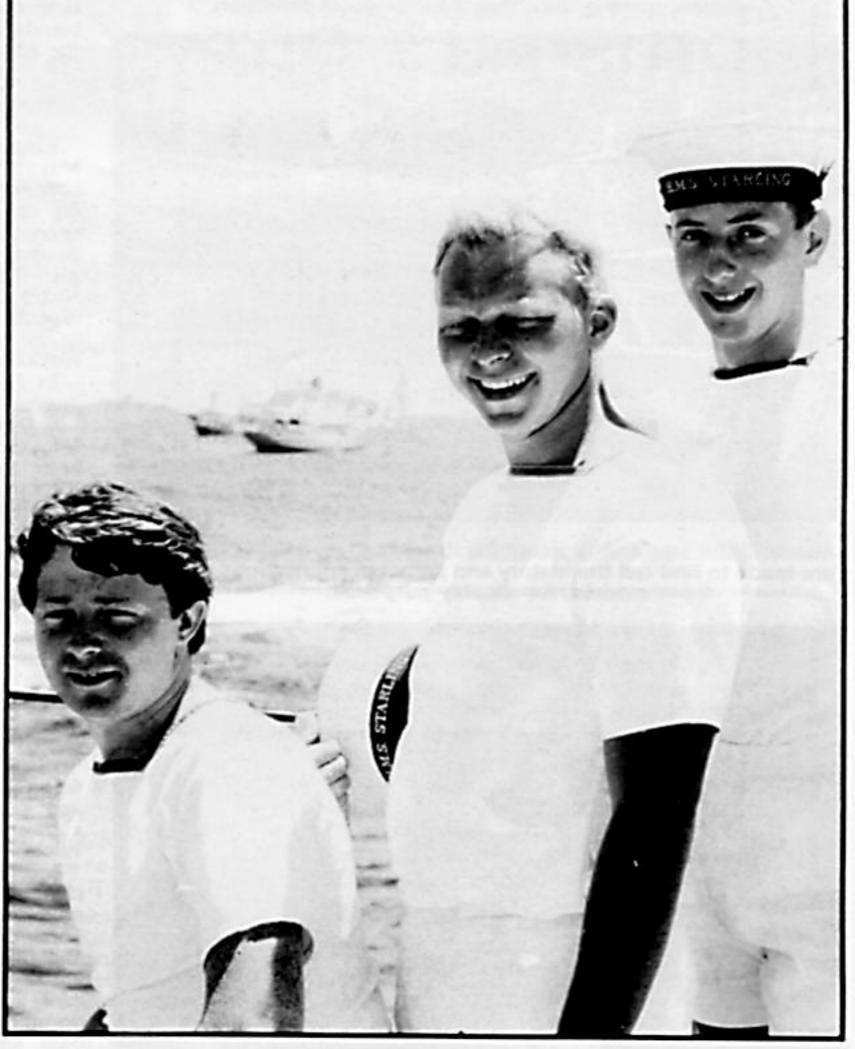
A happy group on HMS Starling's bridge top — an excellent vantage point from which to view the America's Cup yacht races off Fremantle. The spectators included a British Consulate party, members of the team syndicate of the British yacht White Crusader, representatives of the British community and local guests.



Right: Enjoying the America's Cup final stages: RO(T) Bill Glen, AB(M) Jim Snowden and RO(G) Eric Bradley.

Princess's mission

Left: During a visit to
Fremantle, Princess Anne
visited the Flying Angel Club,
run by the Missions to
Seamen, of which she is
President. Ratings from HM
ships Peacock and Starling,
berthed close by, were able
to make use of the club's
extensive facilities. With the
Princess are (left to right)
LMEM(M) Alan Dryburgh, Mne
Buck Taylor, RPO Phillip
Amos and Cpl Chris Bryan.



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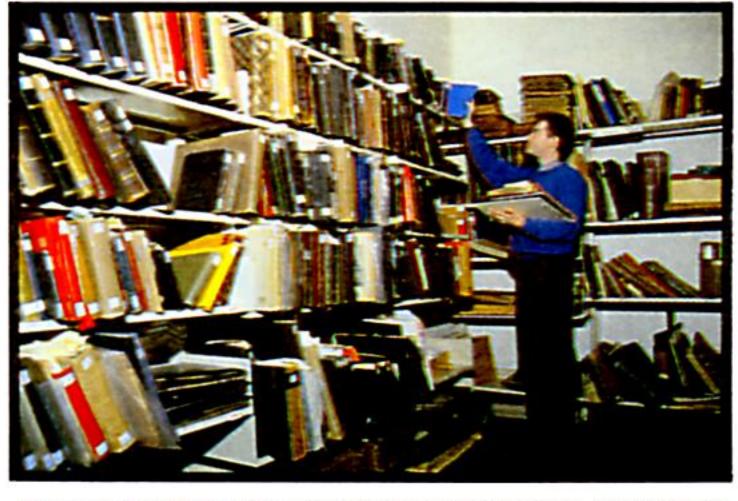
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Above: Lesley Thomas, museum registrar, keeps a record of every item that is donated before it is logged on the computer. Here she makes some adjustments to a display case featuring Admiral Lord Cunningham and the Battle of Matapan.

Below: Over 20,000 photographs and 10,000 documents are stored in this room which is carefully regulated for temperature and humidity. Guy Kilminster looks after all the photographs and albums, making sure they kept in good condition.



Below: Colin White with one of the drawers of medals. Great efforts are made to find out the history and personal connections of all the medals, for display purposes.



A look at work behind the so Royal Naval Museum

IT'S NOT all dust and hushed voices down at the Royal Naval Museum. A place of conservation and learning it may be, but there's no room for pomposity here. The team of experts who run the museum, led by director Capt. Ray Parsons and his deputy Colin White, are busy filling the galleries with a feeling of life and vigour.

The exhibits are as much concerned with the everyday sailor through the ages as with dry military history. Letters, photographs, quotes and sketches bring the ghosts of sailors long dead to life again.

The museum itself has been going since June 1911, the brainchild of a Mr Pescott Frost, an Admiral's secretary and a ship enthusiast. His hoard of naval relics, including the finest collection of warship figureheads in the country, became the backbone of the new Dockyard Museum.

Royalty

King George V and Queen Mary gave the royal seal of approval by visiting and presenting items, and in 1930 the King opened W. L. Wyllie's great panorama of the Battle of Trafalgar. This complemented HMS Victory, which in 1922 had been brought to her present berth close to the museum in Portsmouth for restoration.

In July 1938 the new Victory museum was opened and most of the Dockyard Museum exhibits were moved to the present site. Since then the store of treasures has expanded into more galleries and now occupies the ground floors of three Georgian storehouses.

Even the floors are historic, being made from the timbers of captured 18th Century French galleons.

The medal collection is Colin White's particular pride and joy. Any medals are gladly received, particularly if they are accompanied by a photograph and brief history of the man who won them. They are stored in drawers and exhibited in rotation — a marvellous record of human valour.

Nicola Scadding, who is in charge of document conservation, sends rare examples away to be de-acidified and strengthened, and when they are returned they are sandwiched between acid-free card and a UV filter. All the documents are stored in acid-free bags and it is hoped soon to record them on microfilm.

Surprisingly it is the older papers which have remained in better condition than the later examples. Before 1800 paper was hand-made of rags and linen and had its own inbuilt acid-free buffer. However during the Industrial Revolution wood pulp paper with impurities that can't be removed was introduced, and this is much more difficult to conserve.

The photographic collection is kept in the same store as the documents. It is important that the room is kept at the right temperature and humidity, as too much moisture results in fungus, and too little makes the paper very brittle. Guy Kilminster, the photographic assistant, files the photographs in non-acidic bags, and will often make a copy of an original for reference and display purposes. Loose photographs can be stored in cabinets, but Guy doesn't like to break up albums so these are simply stacked on shelves.

In the collection of 20,000 photographs there are some early examples including glass plate negatives, lantern slides and Daguerrotypes. Any nitrate film is quickly returned to source as this film, made between 1900 and 1930, can spontaneously combust!

As well as the museum's own staff, a team of outside specialists is employed to help conserve and add to the exhibits. The wonderful collection of figureheads are all, one by one, being restored and re-coloured to look their glorious best.

The work is done by a husband and wife team of Trevor and Ellie Ellis. Trevor is an expert woodcarver and strips the figurehead back to the bare wood, fills the holes, treats the wood itself and recarves any damaged areas. Ellie then takes over with her paintbrush and adds detail and colour.

Clive Knight builds beautiful miniature models and has made several tableaux of important events to help bring history to life. Much of the museum's work goes on behind closed doors. The displays are, in Colin White's words, "merely the tip of the iceberg." Each item donated to the museum is photographed and recorded in a book and on the computer. It is put in a brown box which is labelled and carefully stored in an attic room that has uniforms cheek-by-jowl with firearms, and houses the belongings of such famous old salts as Lord Louis Mountbatten and Horatio Nelson himself.

New gallery

The museum's latest gallery is the Lewin Gallery which was opened last year by Admiral of the Fleet, Sir John Fieldhouse. It is named after Admiral of the Fleet Lord Lewin, Chief of Defence during the Falklands War and a driving force behind the plans for the new gallery.

Here all the drama of the Falklands War is recorded with miniature models of the ships, both Royal Navy and trade, that took part in the campaign, and some larger scale models too.

There are also two visual displays, one of which shows a photograph and gives details of every ship in the Royal Navy at the press of a button, and another which shows different areas of the ship and explains the work that is



behind s Below: In the

Left: AB Ro



enes at the



Flint of HMS Victory studies a large-scale model of HMS Invincible ewin Gallery. Admiral of the Fleet Lord Lewin was a driving force ting up the gallery which concentrates on the Falklands War.

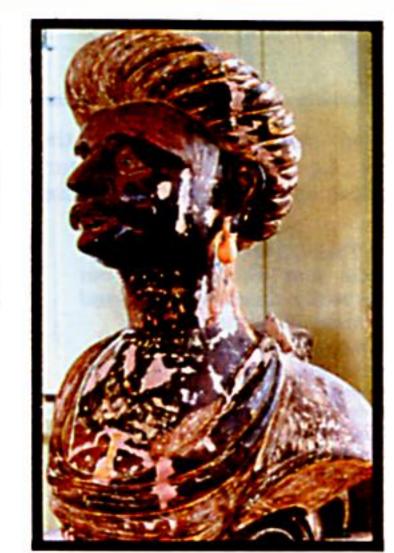
attic storeroom technician James Anderson sorts through some of the museum's collection of swords and cutlasses.

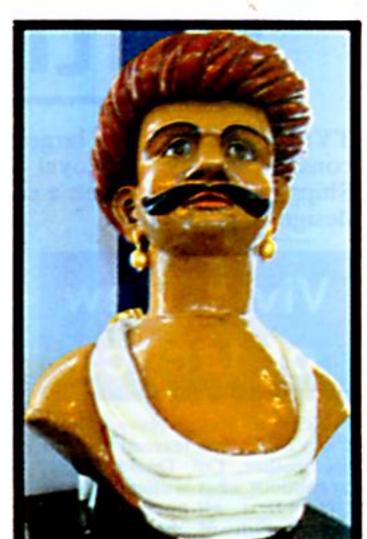
Right: The figurehead of HMS Asia which was restored last year shown here stripped down to the bare wood, and far right, after repainting. HMS Asia was the flagship of Admiral Codrington and took part in the battle of Navarino on October 20, 1827, the last major battle to take place under sail alone.

Left: A splendid portrait by Thomas Hudson of Admiral Sir George Pocock who conquered Havana in 1762. This is a recent acquisition for the museum which bought the painting with the assistance of the National Art-Collections Fund.

Below: Alan Goodearl, research assistant, at work with some of the uniforms. The jacket he is holding belonged to Capt. Arthur Cochrane, first commanding officer of the Warrior.

> Photographs by Bob Irwin of J. A. Hewes, and LA(Phot) Tony Thomas of the Fleet Photographic Unit.









Moor to this than meets the eye

THE MUSEUM'S most exciting new acquisition is a letter signed by both King Charles II and Samuel Pepys.

It is a business document appointing a certain John Russell as boatswain to the Princess. The letter makes very interesting reading as it reveals that the previous boatswain had been dismissed for embezzling.

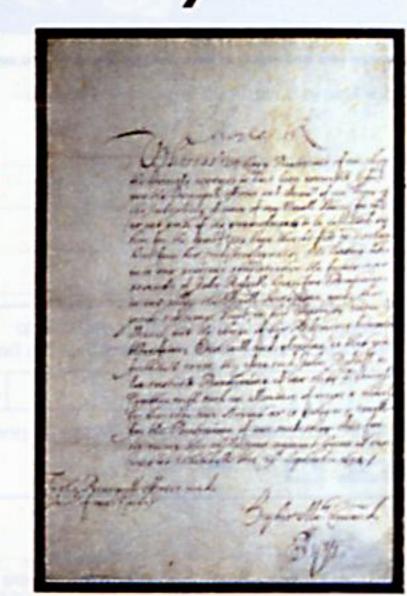
Captured

Russell's appointment was a special one made in consideration of the fact that he had recently been captured by the Moors while on the King's service and compelled to pay his own ransom.

The letter will join the museum's collection of Stuart naval documents, including those signed by James II, Prince George of Denmark and the Lord High Admiral.

Exhibition

It is planned to display all these documents in the Stuart section of a new exhibition due to open in the autumn. Entitled The Rise of the Royal Navy, it will cover the period 1485-1793 and will trace the development of the Navy from its humble Tudor origins to the eve of its finest hour — the age of Nelson.



Charles II's signature is at the top of the letter, and that of Samuel Pepys at the bottom.

Slow but sure entry for 22s

TYPE 22s are the largest and most powerful of the surface warships under construction by the Royal Navy. Leo Marriott in the fourth of his "Modern Combat Ships" series, has given a complete appraisal of these vessels, their history and future, design and function.

Vivid view of tactics

FORMER Royal Navy officer Chris Miller has teamed up with his brother, Col. David Miller, to produce what is claimed to be "the first all-encompassing examination of modern naval warfare, ships and tactics outside top-secret, Government archives."

Modern Naval Combat is certainly a vividly presented volume, with hundreds of fullcolour illustrations — including high-quality graphics intended to ease the reader through the turbulent waters of naval strategy and tactics.

STRIKING

In a striking way it aims to make sense of what, why and how the navies of the world are exercising when task forces take to the oceans to "play" war.

Published by Salamander, the large-format, 208-page book has an expensive look. However, the price, at £10.95, is surprisingly reasonable.

Type 22 is a text book of facts and photographs, but an easily digestible one, and a mine of information.

When the Labour Government was elected in 1964 there was a complete reappraisal of Britain's role in the world. It had been clear since the Suez Crisis in 1956 that Britain was going to have to reconsider her position as a world-wide power and with the change in commitments the role of the Royal Navy and the nature of the ships required would have to change radically.

Carriers

At the same time plans to build any further aircraft carriers were dropped, and the Fleet which was intended to operate as part of a carrier task force and to rely on carriers for protection against air and surface attack, obviously had to be re-structured.

By 1967 the new requirements had been identified and one of these was a missilearmed frigate to follow on from, and eventually replace, the Leander class. It was this requirement that led finally to the Type 22.

Progress on the new ship was

slow and it was not until 1972 that a general outline of the design was complete and a contract was placed by the Ministry of Defence with Yarrow shipbuilders for detailed design.

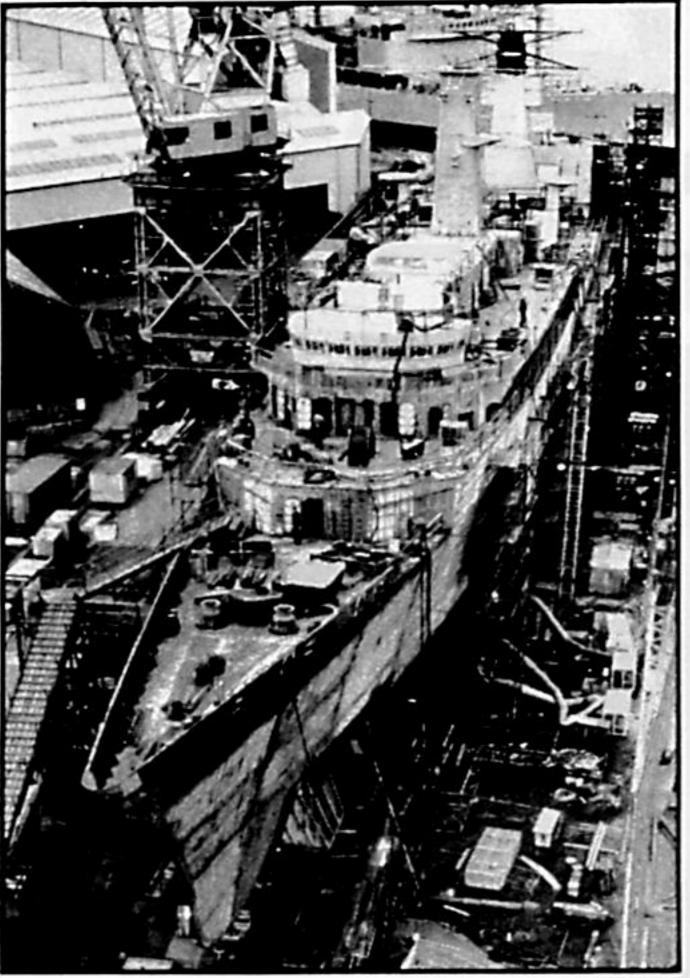
The first Type 22, HMS Broadsword, was launched in 1976, and was the first British warship without a gun as part of her main armament, her defence relying on missile systems.

Lessons learned during the Falklands War have led to a version which will carry a gun. The Exocets will be replaced by American Harpoon surface-to-surface missiles, and flight deck and hangar have been enlarged to allow the ships to operate the EH101 helicopter when it enters service.

These are the largest frigates to be built for the Royal Navy, and are almost the same size as County-class destroyers or a wartime light cruiser.

The type has proved its worth at war and is able to carry out a wide variety of tasks during peacetime. As Leo Marriott states in the first chapter of his book, "This is the one they got right".

"Type 22" is published by Ian Allan Ltd., price £9.95.



The new HMS Sheffield covered in wires and pipes during construction at Swan Hunter's yard shortly before her launch last year. The picture appears in "Type 22" by Leo Marriott.

For love of Pepys

"SAVIOUR of the Navy", Samuel Pepys, is seen through the eyes of his young wife in a "factional" study by Patrick Delaforce.

Pepys in Love — Elizabeth's Story is derived from Lord Braybrook's edition of the Diary as well as new research into Elizabeth Pepys's life in France and England.

The beautiful, talented Huguenot girl married Samuel in 1655, when she was 15, before the years of his success and five years before he started his famous diary.

Sadly, Elizabeth died at the age of 29, but their 14 years together seem to have been a true love match, despite Pepys's notoriously wandering eye.

"Pepys in Love" is published by Bishopsgate Press, price £8.95.

Fitness plan

STRENUOUS reading awaits anyone who buys The US Marine Corps 3X Fitness Programme for Men and Women. However, it is not purely for superpeople, presenting a progressive fitness programme for those classed as "barely alive" to those at Olympic standard. Publishers are Collins and Willow Books and price in soft-back is £3.95.

Will this make Walt dizzy in his grave?

A MONG the Norman mercenaries who crossed the Channel in 1066 to sort out poor King Harold was one Jean d'Isigny. After Hastings, Jean received his share of the spoils in the form of some real estate and, within a few centuries, his decendants were scattered over the Midlands and Yorkshire.

By then the Gallic name had been anglicised into Disney. Around 1830, one of the family offshoots emigrated to America, and so it came about that Walter Elias Disney was born in Chicago in 1901.

When he died 65 years later he left one of the most powerful entertainment organisations ever created which, apart from films, extended into merchandising, records, television and, of course, the giant Disneyland and Disneyworld theme parks.

DILEMMA

But Walt's successors faced a problem: the family audiences on which the Disney empire had been built were falling away. The dilemma was how to extend the appeal of Disney movies without tarnishing the pure-as-Poppins reputation on which the company's image rested.

The solution reached was, in effect, to make use of an alias. The traditional sort of Disney movie would be released under the usual banner, while those aiming at a more grown-up audience would be put out by a company called Touchstone (i.e. the Disney company in disguise).

The Royal Naval Film Corporation's new 16mm releases include examples of both types of production.

Basil the Great Mouse Detective is mainstream Disney, a feature-length cartoon with a hero who might be a descendant of the great Mickey himself. It tells of Basil of Baker Street, a rodent sleuth living under the floorboards of No. 221B, and his pursuit of the arch-fiend Ratigan, voiced with menace by Vincent Price.



There are chases, songs, a gallery of memorable supporting characters and the sort of British setting which the Studio has turned to again and again. Uncle Walt would certainly have approved.

RAPID PACE

The same could scarcely be guaranteed of the Touchstone picture, Ruthless People, which arrives complete with an '18' censor's certificate. It was made by the team responsible for the original "Airplane" picture and has a similar, rapid-pace, gag-a-minute approach, with its various shady characters hatching their plots and getting up to all sorts of un-Walt-like activities.

It's rumoured that Disney's body is deep-frozen in some Californian vault, awaiting suitable advances in medical science. But if this picture doesn't get him up and about and wreaking havoc among

his current personnel, then one fears that nothing will.

There are five other 16mm releases this month. Legal Eagles is a good, old-fashioned star vehicle for Robert Redford, an entertaining comedy-thriller of the sort which was taken for granted a couple of decades ago but which is now increasingly rare.

A very different sort of bird is *Iron Eagle*, which assures us that a teenager could easily pinch a US Air Force fighter and fly off to the Middle East to rescue his Dad from the Arab fanatics holding him captive.

Taken seriously, the picture's not so much an iron eagle as a golden turkey. Anyone refusing to take it seriously should find it amusing viewing.

WEIRDOS

With Murphy's Law, Charles Bronson returns to his old persona as the toughest cop in town, laying waste the weirdos and miscreants who dare to cross his path.

Since most of the cast consists of weirdos and miscreants, the film's body count is in double figures by the end of Reel One.

Relief from all this high tension activity is provided by Short Circuit, a likeable tale about a little robot who gets struck by lightning and starts to develop a will of its own. The robot's struggle to survive in a world of (mostly) hostile humans makes for an off-beat, entertaining picture.

Lastly, a creepy sci-fi story, Invaders from Mars, in which the inhabitants of a small American town are one by one turned into zombies by visiting aliens, until only a plucky young schoolboy is left around to save the day.

It's that rarity of rarities nowadays, a tale of the supernatural with no nasty visuals and, indeed, a 'PG' Certificate.



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BRITISH naval plans to use chemical warfare against the Russians during the Crimean War are recounted in a new history of the conflict, The Banner of Battle.

Author Alan Palmer, in a chapter on naval proposals for the Anglo-Franco-Turkish descent on Russia in 1854, refers to a scheme by Thomas Cochrane, the retired Admiral Earl Dundonald.

Cochrane's scheme involved an assault on the Russian naval base of Kronstadt in the Baltic. He proposed to the Admiralty that allied troops land under cover of a smoke screen — an innovative tactic at the time — and that "sulphurous craft" would belch

out fumes to overwhelm the defenders and cause panic in St Petersburg (now Leningrad) 16 miles away.

FARADAY

A committee was formed to consider the plan, and advice was sought from the most eminent scientist of his day, Michael Faraday. He confirmed that Cochrane's

"Burning sulphur will provide fumes ... able to render men involved in them incapable of action, or even kill them". But he reminded that should they be aware that the attack was coming, "defenders could provide respirators".

However, the icing up of the Baltic and the consequent retirement of the allied fleet enabled the Admiralty, with some relief, to shelve the Dundonald project, writes the author. "Chemical warfare was not to their liking."

"The Banner of Battle", which seeks to sift the realities of the war from the legends, is published by Weidenfeld & Nicolson, price £15.95.

Glorious: An agony

without end...

DESTRUCTION of the aircraft carrier HMS Glorious and her two attendant destroyers in June 1940, was the tragic touchstone of a controversy which has ebbed and flowed through five decades.

Since the German battle-cruisers Scharnhorst and Gneisenau so disastrously surprised the British ships off Norway, several prickly questions have been asked, and not all of them have been answered satisfactorily.

Why was the Glorious not operating aerial scouts at the time she was discovered? Why was she alone, apart from the brave but inadequate protection afforded by the destroyers Ardent and Acasta? And — perhaps the most uncomfortable question of all — what basis is

Seamanship guide for divers

FROM basic knots and hitches to recovering a man overboard in heavy weather, Seamanship for Divers from the British Sub-Aqua Club is an authoritative guide to the sea, from the point of view of those who spend a lot of time under it.

Nothing is left to the imagination. Included are all types of craft from the British popular inflatables to chartered motor vessels; equipment and handling; the mariners' highway code; and easy-to-fathom guides to tides, charts, pilotage and position fixing.

Perhaps this book's most impressive feature is its clear diagrams and tables which explain every move and technique.

The British Sub-Aqua Club intends that the book should form the basis of further study for divers and recommends attendance on one of the BSAC's boat handling courses.

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CHARITY COMMISSION

The Royal Naval Film Corporation (Reference: 244850-A1) The Charity Commissioners have made a Scheme for this Charity. Copies can be obtained from them at:

St Alban's House, 57/ 60 Haymarket, London SW1Y 4QX (Reference: 244850-A1) there for accounts that throughout the Norwegian campaign the carrier was far from being a "happy" ship — a quality for which she was well known in pre-war years?

In a new and searching study, naval author John Winton now sheds fresh light on one of the Royal Navy's greatest tragedies. Carrier Glorious — The life and death of an aircraft carrier is presented as an objective account and deals unflinchingly with the issues of error, delay, lack of military intelligence, and ill-luck which all seemed to combine to contribute to the deaths of 1,519 officers and men.

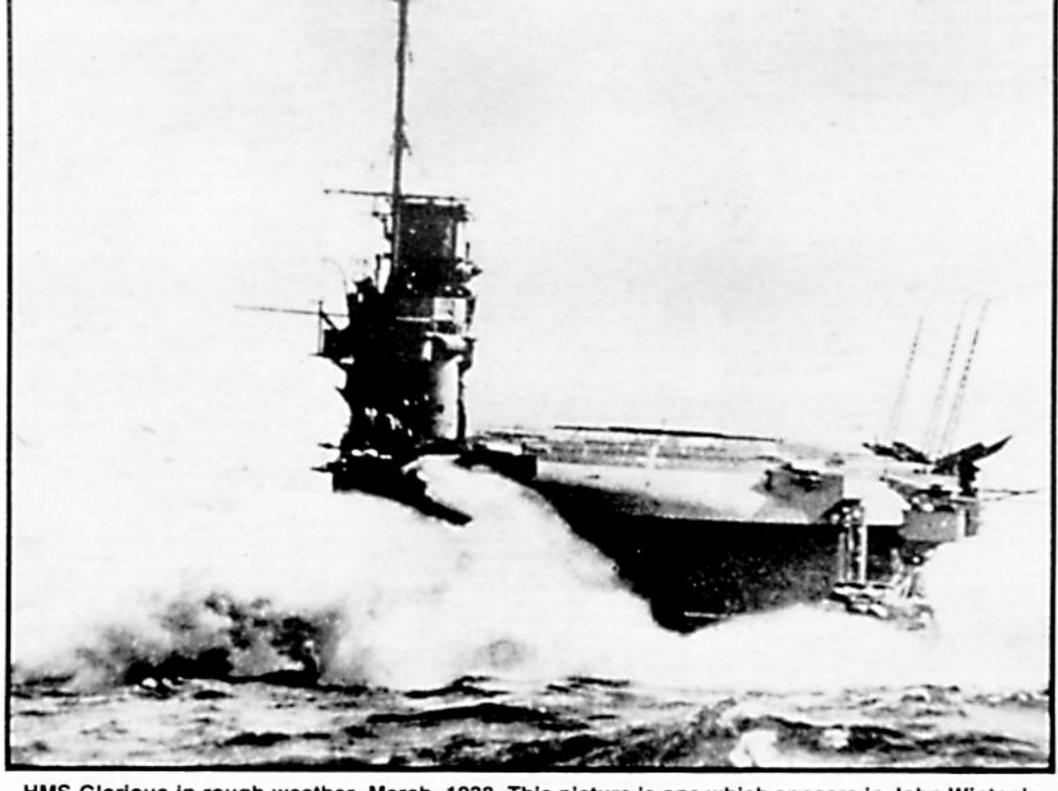
Bitter cold

Hundreds are reported to have escaped from the sinking ships; but Glorious's hurried, radioed cry for help was never picked up by the British, who at first were unaware that there was an enemy battle squadron in the vicinity.

The awful result was that survivors were adrift in Carley floats for at least two days in the bitterly cold Norwegian Sea, so of the carrier's complement of 1,245 only 38 lived, while only one man survived from each of the destroyers.

Their almost indescribable suffering forms the most harrowing aspect of the whole, sad story.

The men who inexplicably came through the ordeal each had a tale of horror to tell: how they watched as their shipmates died one by one, some driven insane by cold and thirst, others "simply falling asleep, gradually going down and down and down," as ex-PO George Elliott



HMS Glorious in rough weather, March, 1938. This picture is one which appears in John Winton's book about her life and controversial death.

told the author.

"Eventually they'd finish up in the bottom of the raft. There were so many we chucked over the side. Eventually we didn't have the strength to do it. Eventually we just rested our feet on them. Kept us a bit out of the water."

It wasn't long after the sinking that the first man died on Stoker James O'Neill's float. "I felt a terrible feeling come over me to watch a man die like that at first. The second man was my mate, Stoker Bartlett, one of the finest lads I knew. It was a sad end to such a man as him.

'Terrible look'

"The padre said a few prayers and told the man nearest to put him over the side. After these two it was one man after the other going to their Maker.

"A few looked at me to help them, but they were past help and it was so cold I couldn't move if I could have helped them. It was a terrible thing the look they gave me at times. It haunts me. I wish I could forget it."

By the second evening adrift, Carley floats containing dead or dying men were spread over a wide area. "On many floats everybody was dead," writes Mr Winton, "but here and there a spark of life survived, although by that time most of the survivors were only barely alive.

"Their feet and legs long since ceased to have any feeling. Their hands had been frozen into swollen, crooked claws. Their eyes were red-rimmed and bloodshot, their hair and eyebrows shaggy with salt rime.

Desperate

"Most had stopped feeling hungry, but had that constant, raging thirst. One or two drank their own urine. A few experimented in desperation with sea water, with generally disastrous results. In one float they tried to knock down a seagull and drink its blood, although nobody quite knew how to achieve such an object."

By that time an air-sea search had been started for the Glorious; however, all but one of the eventual survivors were picked up by two Norwegian merchant vessels which chanced on the scene.

Sole survivor of the Acasta, torpedo-man LS Nick Carter, had a story to tell of remarkable sacrifice. In an attempt to protect their charge, the Acasta and the Ardent made suicidal attacks on the German battlecruisers. The Acasta's second torpedo attack, although

fatal to the gallant destroyer, resulted in a hit on the Scharnhorst.

The riposte had come too late to save the Glorious, but it did save a convoy of troopships evacuating Norway. Because of the serious damage to the Scharnhorst, the German ships retired instead of continuing a foray which would almost certainly have brought them upon the near-defenceless convoy.

Although great gallantry was shown by the British destroyers, their actions went virtually unrecognised. There were no awards for bravery and only one posthumous mention in dispatches, writes the author. And for the ship's company of the Glorious there was only one OBE and a BEM.

It was as if the event was regarded as being better forgotten. "The Admiralty seems to have taken the view that Glorious had been a disaster on all accounts and there was nothing to be gained by crying over spilt blood. There is also, even today, the faintest suspicion that some powerful influence. had wanted the Glorious laid to

"Carrier Glorious" is published in hard-back by Leo Cooper in association with Secker & Warburg, price £16.

Beauty of the badges

ONE OF the principal pleasures of Lieut.-Cdr. Ken Burns's book on Badges and Battle Honours of HM Ships, is its beautiful presentation. The cover is smart and glossy, the colour reproduction is spot-on and the pages are laid out with simple effectiveness.

This new volume should meet the demand for an up-dated version, containing as it does the badges of every warship in service, and due to enter service, at the time of writing.

Each page is devoted to a particular ship, showing her badge in full colour and giving Battle Honours, previous ships of the name, the motto and often a photograph.

We were sad to learn of the death of the author shortly after he completed the manuscript, but feel he would have been justly proud of the finished edition. It is a lovely book, very informative and a pleasure to read.

"Badges and Battle Honours of HM Ships" is published by Maritime Books, price £27.

Q-ship epic remembered

IN 1917 the Q-ship Farnborough became involved in an epic battle with the German submarine U-83.

The ship's commanding officer, Cdr. Campbell, was awarded the VC and 38 other officers and men were awarded medals or mentions in despatches.

To commemorate the event, a new first-day postal cover has been issued by the Royal Naval Philatelic Officer at the Fleet Air Arm Museum Yeovilton.

For further information contact Cdr. Cole, Royal Naval Philatelic Officer, Fleet Air Arm Museum, Royal Naval Air Station Yeovilton, Somerset BA22 8HT.

BOOKS IN BRIEF

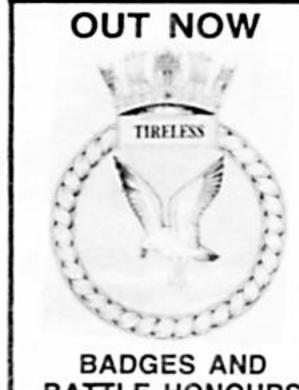
Survival — A Complete Guide to Staying Alive by Martyn Forrester, published in soft-back by Sphere Books Ltd., price £2.95. Chances are it will never happen to you, but if you do ever find yourself adrift at sea, snowbound for days or the sole survivor of a plane crash this little book would prove a godsend. There's plenty of first-hand advice from amazing people who have survived incredible situations against all the odds.

Hands Open by Leslie Powles, published by Kenneth Mason, price £9.95. The story of a single-hander, with no experience of the sea, first building his 34-ft Solitaire of Hamble and then sailing her round the world — twice! From being a self-confessed coward, Leslie Powles became Yachtsman of the Year and appeared in the Guinness book of records, for the first single-handed trip both ways.

The Helicopter — History, piloting and how it flies by John Fay, published in hardback by David and Charles, price £12.50. First published in 1954, this now completely revised fourth edition brings the subject up to date

and its author, a former Westland test pilot and instructor, includes a new section on avionics.

War in Space by Nigel Flynn, published by Windward, price £7.95. As might be expected, this is not a science-fiction yarn — but not far removed from it. Brightly presented and highly illustrated, it examines the pros and cons of the Strategic Defence Initiative, and the growth of military interest in space which has brought the US to the concept of "star wars".



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THE ROYAL NAVY IN

REUNIONS

HMS Charybdis: This year's reunion and AGM will be held at the Apollo Hotel, Hagley Road, Edgbaston, Birmingham, on April 5. HMS Opportune (1942-45): Reunion to be held in June. All shipmates from the G80 wishing to attend please send an sae to Cliff

Pollitt, 73 Eddisbury Avenue, Flixton, Manchester M31 2GF (tel. 061-748-6404). Anyone in the London area is asked to try to locate Waggy Waggstaff, Birdy Burdett and Tanky Alexander, or any other lads.

Telegraphist Air Gunners Association: 40th anniversary memorial weekend will take place at HMS Daedalus, Lee-on-Solent, May 16-17. For further details and tickets contact Steward Crawford, 22 Third Gardens, Dumbreck, Glasgow G41 5NF (tel. 041-427-0802)

HM ships Beagle, Boadicea and Bulldog (1939-45): The 20th annual reunion will be held in London on May 9. For details contact Mr A. Back, 30 Cottenham Park Road, London SW20 0SA

HMS Lance (Malta 1941-42): A reunion is arranged for April 25 from 11.30 at the Civil Service Club, Great Scotland Yard, London SW1. Lunch, drinks and a good natter, about

HMS Paladin: Over 60 members attended a reunion dinner at the Union Jack Club in January. Shipmates from other P-class destroyers, HMS Dorsetshire and HMS Cornwall also attended. The AGM will be held in early summer. Anyone wishing to join the association should contact Fred Plenty. 43 Sydenham Road, Bridgwater, Somerset TA6 4QD (tel. 0278-424641).

HMS Sweetbriar: The 20th reunion will be held at the Marton Way Hotel, Middlesbrough on April 24-25. For details contact R. A. Jannaway, 18 Churchfields, Twyford, Winchester SO21 1NN (tel. 0962-713776).

RNA Hospital Sherborne: All staff and patients who were at this hospital during the war would be welcome at the annual reunion in April, For details contact Mrs. D. Scolefield, The Bungalow, Watting Street, Hockliffe, Leighton Buzzard, Beds LU7 9NF (tel. 0525-210867).

Old Illustrians Association — Southern Branch: The AGM and reunion will take place in the Royal Sailors Home Club, Queen Street, Portsmouth, on March 14 at 1800. For details contact W. W. Griffiths, 134 Barnsbury Close, New Malden, Surrey KT3 5BP (tel. 01-949-4145).

The Combined Ex Services Association of Bridlington: A military weekend will be held in Bridlington on June 19-21. All exservice and friends welcome. Enquiries to Mrs Eileen Youd, 25 Belgrave Road,

Bridlington. HMS Endurance Association: A Falklands reunion is planned for April 3 at 2000 in the Union Jack Club, London. Ladies and families welcome. For details contact Lieut. Peace on Rosyth Naval Base ext. 4310.

HMS Antelope: 1987 reunion will take place at the Fleet Club, Devonport, between 2000 and midnight on May 23 1987, cost £7 per head. Further details from Bob Hutton, 17 Bannachra Drive, Helensburgh (tel.

0436-71380). Aircraft Handlers and associated officers are holding a grand reunion in the Weymouth Pavilion, Dorset, on Saturday March 28.

Tickets, £7 each, from POA(AH) T. Newport, POs' Mess, HMS Daedalus, Lee-on-Solent, Gosport, Hants, enclosing sae. Wives and

girl friends welcome. HMS Cornwall 1939-42 Association annual reunion on board HMS President. Saturday April 11. Inquiries to Secretary, E. A. Langford, Westbury, 1 Warren Street, Lenham, Kent ME17 2DY.

HMS Sussex 1944-46. Reunion dinner, Gorsty Hall Hotel, Balterley, nr. Crewe, Cheshire SW2 5PU. For tickets, contact Mr R. Royes, 30 Central Hill, Upper Norwood, London SE19 1DT, enclosing sae.

Fighting Gloucester Club 1939-41. Third reunion in Plymouth on May 23, consisting of a service at St Nicholas' Church, HMS Drake, 1100 followed by a buffet bar at the Griffon Club, Raglan Road, Devonport, from 1200. Tickets available from John Stevens, President, 20 Barle Gardens, South Ockendon, Essex RM15 5QP.

Pearl Harbour Day: In the presence of their wartime host from America, Mr Harry MacCall, the Morris Plains Hospitality Division of the former Union Jack Club, New York, held a reunion in London, when the guests included the US Ambassador, Mr. Charles Price, and Mrs Price. Following duty in London, Mr MacCall's son, Captain H. MacCall, USN, and Mrs MacCall held a dinner at their home, when a commemorative cake made by the RN Cookery School

HMS Hurricane: All who served in HMS Hurricane during the Second World War are asked to contact Mr Blake Simms, 21 Haverfield Gardens, Kew, Surrey, TW9 3DB. Also those who served in HMS Lamerton, to which Hurricane ship's company were transferred when she was bombed in Liverpool in

HMS Wotton: Laying-up and dedication of the ship's bell is being arranged for spring or early summer at Wotton under Edge, Glos. All ex-officers and ratings will be welcome. Contact: Dursley and District RNA secretary, Mr H. C. Brown, 40 Dursley Road, Dursley, Glos, GL11 6PP

HM ships Bonaventure and Hereward (1941): A reunion of survivors and families of HMS Bonaventure and of their rescuers of HMS Hereward will be held at The Royal Fleet Club, Devonport, on March 28 at 7.30 p.m., followed on March 29 by a Mothering Service at 10.30 a.m. in the Church of St Nicholas, HMS Drake. Advance notification to Wesley Wilton, Harrowbarrow, Callington, Cornwall (tel. 0579-50230).

HMS Sheffield (D80) reunion confirmed April 26, Royal Sailors Home Club £5 each. Remittance for tickets to Mrs A. McClafferty, 61 Billy Lawn Avenue, Leigh Park, Havant, Hants PO9 5HL

Fleet Air Arm Association: Yeovilton and District Branch was formed with 61 members, five of them ex-Wrens, at the inaugural meeting at Houndstone Families' Club. where future meetings will be held on the third Tuesday of each month, starting at 2000. All ex-FAA personnel invited to join.

HMS Jackal: Reunion to be held Saturday, May 9. Full details from Harold Ketchell, 58 Hampton Court Avenue, East Molesey, Surrey KT8 0BQ. Ex-CPO Tel F. Hague, 75 Woodland Drive, Anlaby, Hull, North Humberside HU10 7HN, would like to

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contact ex-Wireless staff, particularly Jock Inglis, Cowan, Hotchkiss, Jackson and

Tubby Watts. HMS Cavaller (First commission 1944-46): Reunion at Brighton June 20. Shipmates not already on the mailing list should contact Ivor Robinson, Trindles, Holton, Oxford OX9 1PZ (tel. 08677-3823).

HMS Scotia: Ayr and Prestwick branch of the RNA is hoping to arrange a reunion of ex-members of HMS Scotia, now Butlin's Holiday Camp near Ayr, where the event would take place later this year. Contact the secretary, Mrs. Brenda MacKay, 14 MacNeil Place, Kilmarnock, Ayrshire.

RN Commando Association annual reunion and a.g.m. will take place at the Hafton Hotel, Dunoon, Scotland, on May 16 and 17. On the second day a memorial to RN Commandos and beach parties will be unveiled at the Outdoor Education Centre, Ardetinny, Scotland. Inquiries to G. Fagence, 13 Broadwater Gardens, Harefield, Uxbridge, Middx. UB9 6AL (tel. 089-582 3658).

HMS Savage: The fifth reunion will be held at the Town Hall, Burton-on-Trent, on Saturday, April 11. All welcome. Contact Mick Bugden, 7 Wordsworth Avenue, Swadlincote, Burton-on-Trent, Staffs (tel.

HMS Liverpool Association: The fourth annual reunion will be held on Saturday, June 13 in the POs' Mess, HMS Nelson, Portsmouth. For details contact Secretary John Waters, 2 Dewberry Road, Wordsley, W. Midlands DY8 5XJ (tel. 0384-71064).

HMS Grenville 1937: 50-year reunion on October 17-18 1987. For details contact Ted Seall (tel. 0403-62839) or write 106, Brighton Road, Horsham, West Sussex RH13 5DE.

HMS Penelope: Any ex-Penelope survivors or relatives interested in a reunion next year should contact (with sae) the Secretary of the RNA Branch, Jack Williams, 395, Lytham Road, Blackpool (tel. 0253-44157).

HMS Wasperton: MCMS Hong Kong Squadron 1976-77 — anyone interested in a reunion later on in the year contact Kevin George Morby at the Marine Fire Station. Ferry Road, Middlesbrough, Clevedon TS2 1PL or telephone M'Bro 321560.

HMS Styglan: Mr Don Pritchard wants to hear from any ex-officers and crew of HMS Stygian wanting to attend the reunion in Cheltenham on May 23. Write to Donamie, 10 Harthurstfield Park, Gloucester Road, Cheltenham, Gloucestershire GL51 0SZ (tel. Cheltenham 513186).

HMS Dornoch: A reunion has been proposed for ship's company of the former Fleet minesweeper Dornoch, most of whom were from Greater Manchester and Liverpool. Those interested please contact Norman Hawkin, 4 Rose Brae, Mossley Hill, Liverpool L18 6JX.

Stroud Sea Cadets: This year marks the 50th anniversary of the commissioning in September 1937 of Stroud and District Unit of the Sea Cadet Corps and the unit wishes to contact as many ex-cadets and instructors as possible. Photographs, stories, anecdotes and address/telephone number to Lieut.-Cdr. (SCC) Jeffrey Trevor RNR (commanding officer), Pinfold, Van Der Breen, Bisley, near Stroud, Glos. GL6 7BP (tel. 0452-770607).

CALLING OLD SHIPMATES

HMAS Anzac: Ex-AB P. R. (Bogey) Knight, 2-4 St George's Way, Portsea. Portsmouth, who was serving in HMS Comus 1955-56 during Far East exercises and visits to Fremantle and Perth before the Montebello Island A-bomb tests, wishes to trace Arthur Giblin, who was serving in HMAS Anzac.

LST 3518/3519 (Montreal, 1945): Mac McCarthy (ABST) would like to hear from former shipmates Rigby, Goddard, Eldred, Barton and others. Please write to 113 Rainham Way, Frinton-on-Sea, Essex.

UC1s Course, HMS Vernon, 1962: David (Taff) Jenkins, Cdr. (retd.), asks Larry Parks, Bruce Hooper, Ben Bryant and other members of the course to contact him on 0705-265551 reference 25th wedding anniversary celebrations on March 28, 1987.

HMS Duncan 1944-45: Mr J. H. Clayton-Pearson, of 54 Melbourne Avenue, Dover, Kent CT16 2HU (tel. 0304-202835) wishes to contact his old Gunner(T), Mr Shaw.

HMS Caledonia 1962-68: Weapon mechanicians who qualified at Caledonia between January 1962 and January 1968 are asked to contact Charlie Davis, 1 Hillview, Uploders, Bridport, Dorset DT6 4PF (Powerstock 365) re Weapon Mechanicians Association 25th anniversary reunion weekend and dinner at HMS Dolphin, April 10-12. Cabbala: Will Yeo Sigs Robertson (Cabbala) who later transferred to Regulating Branch in 1943, please contact Jack (Cobbo)

Cockburn, PO Box 867, Somerset West 7130, Cape, South Africa. HMS Worcester February 12, 1942: Mr E. W. Vernon, 507 Stockport Road, Thelwall, Warrington, Cheshire, would like to contact

any survivors. HMS Rowena 1945: John Newton, ex-AB Rowena 1945 now residing in New Zealand, is visiting UK for Algerines Association reunion mid-May. Would welcome contact with old shipmates via Jack Williams, 395 Lytham Road, Blackpool (tel 0253-44157).

Sid Skinner: Arthur Howes, ex-LAM(A), would like news of Sid Skinner, ex-LAM(A), who served with him in 846 Sqdn in HM ships Tracker and Trumpeter (1943-45) and Perseus (1945-46). Ring 021-354-8335, 20 Coleshill Road, Sutton Coldfield B75 7AA.

Tattoed? Harro Potter, ex-Stoker, would like to contact old shipmates from HMS Anson (1949-50) HMS Cleopatra 1950-53, HMS Corunna 1953, HMS Obdurate 1953-56, and anyone tattoed by him while in the Service. The Chase, Studland Avenue, Wickford, Essex. Tel. Wickford 762153.

HM submarine Selene, Scotts Dockyard, Greenock, 1948 refit: Ldg Sto Robby Robson and Sto Frank Jacobs, last heard of in NE England, please contact Mr S. K. Murray, 8a Neville Road, Peacehaven, Sussex BN9 8PH (tel. Peacehaven 2037).

HMS St Vincent, Hawke 631 entry, Nov. 1963: Robbie Roberts and Steve Champion would like to hear from classmates with a reunion in mind. Contact CWEM(R) Roberts, HMS Collingwood (tel 0705-822351 ext.

Ray Cole, 194 Lord Street, Redcar, Cleveland TS10 3BE, would welcome news of: crews of Vernon small boats at Dunkirk, particularly Vernon 2 and the boat that went into The Mole to pick up London Scottish soldiers; any ex-6th "photo-cans" from Tipner 1939; and Colin Pemberton, ex-

submariner from Liverpool area. HMS Manchester: Would any old Manchesters who attended the reunion on board the new ship on January 11, 1982 and would like a photograph of the occasion please get in touch with Mr G. F. Jones, 28 Keepers Lane, Weaverham, Northwich, Cheshire CW8 3BY (tel. 0606-853078) and he will forward a copy on receipt of £1, proceeds to association funds.

HMS Whippingham: Mr Harry Burns, Rothesay Cottage, Newstead, Melrose, TD6 9RP, would like to contact former shipmates with a view to organising a reunion.

HMS Aberdare (Second Minesweeping Flotilla) 1943-46: Old shipmates are asked to contact Mr A. C. Thomas (ex-RN W/Op), 6 St Mary's Road, East Molesey, Surrey (tel. 01-941-3927) with view to reunion.

HMS Eagle 1939-42: Mr E. Kenward (ex-AB), 40 Kildare Court, Barcombe Close, Eastbourne, Sussex BN20 8HU, would like to contact anyone who served in HMS Eagle with 824 Squadron, particularly seamen

HMS Zingarella: Mr G. Sedgwick, 35 Connaught Road, Seaford, E. Sussex BN25 2PU, would be pleased to hear from anyone who served on board the supply vessel in 1941-42.

HM submarine Sturdy: Will the parents or close relatives of Ldg Telegraphist Hiett, lost from the Sturdy, please contact Mr D. Langdale, Flat 16, Maple Court, Leeus LS11

HMS Renown 1942-46: Mr A. Griffiths, ex-Ldg Sto DB Party, of 156 Bryn Offa, Wrexham, Clwyd, would like to hear from anyone of the engine room dept who remembers him, especially Ldg Stos Kimberly and Jordan of Bristol and Johnson of Hull area.

HMS Eagle (Aden December 1965): Chris Styles (tel. 021-476-6028) would like to contact Tom Walsh.

HMS Kelvin (1942-45): Ex-ERA Ken (Splitpin) Bracking, would like to hear from Pash, Duns, Harry, Carl, Doug and Messmen, and any other shipmates. 49 Windum Road, Stratton, Swindon SN3 4BB (tel. 0793-822664).

LST 403 and LST 3505 (Far East 1945-46): Ex-AB Everett of 43 Shere House. Great Dover Street, London SE1, and ex-AB Hollington would like to contact any old shipmates.

Capt Maude RN(retd), in charge of minesweepers at Rosyth in 1952 with Jim Clarke US Navy, who would like to see him when he visits England in early summer. Anyone who knows the whereabouts of Capt. Maude please contact G. Fleming, 8 Thames Close, Bletchley, Milton Keynes MK3 7BW.

HMS Ariadne (Falklands): Keith Wood of 22 Chinley Avenue, Moston, Manchester M10 9HT, would like to hear from LCK M.

Costello, or anyone who knows him. HMS Sandmartin, ex-HMS Day (Far East 1943-45): Mr J. Higgins, 11 Brayton Avenue, Ashton-on-Mersey, Sale, Cheshire M33 5HF

(tel. 061-973 4402), would like to hear from old shipmates with a view to a get-together. HMS Newcastle (1954-55): Ron (Polly) Perkins of 8 The Inlands, Daventry, Northants NN11 4DE, would like to contact anyone who was in the engine room dept,

especially 306 mess. HMS Berwick (1940-46): Bernard A. (Twanky) Riley of 137 Doncaster Road, Leicester LE4 6JN, would like to hear from any of his old shipmates.

HMS Nelson (1939-45): Roger (Buck) Taylor (ex-RM of AA Mess), of 244 Carterknowle Road, Sheffield, would like to contact Bill (Happy) Day, Freddie Sedgebeat and Ken O'Connor, or any other member of the detachment, Tel. Sheffield 585366.

WRNS Duchess of Kent Barracks

(1947-49) and Aurora Cabin, Southsea:

LWren Mary Elizabeth Taylor (nee McCormack), would like to contact Sheila Morris (Shelvin), Vina Osborne, Mary Fenton and Isabel Anderson. HMS Resolution (1938-43): Theo Joughin

(Jogs) of 137 Montgomery Road, Ipswich, Suffolk, would like to contact any old shipmates. Also 22 class Hawke division

Ganges 1937-8. HMS Lofoten: Mr. D. Baker of 89 Victor Street, Hull HU9 2EX, son of Henry Baker, would like to trace a friend of his father's who served with him in Malta in 1961 (tel.

0482-228343). HM trawler Lady Hogarth (1941-42), HM ML 1024 (1943-44) and HMMMS 1040 (1945): Mr (Ginger) Ogden, 21 Derwent

Drive, Shaw, Oldham OL2 7YE would like to hear from any old shipmates. DEMS (1940-46): Any ratings please

contact Ron Saveall of 7 Brookmans Avenue, Little Thurrock, Grays, Essex (tel. 0375-382792), especially Arthur Wetheridge, from London. HMS Caledonia: Mr Ronald Gill. 40

Amber Road, Allestree, Derby DE3 2QA, would like to hear from any member of the pioneer intake; or the 5th Class artificers' mess at HMS Vernon (Roedean) 1941-42; or shipmates from the Vanguard and Scylla. HMS Eagle 1942: Mr Cyril Williams, 56 Cavanagh Close, Longsight, Manchester

M13 9DF, and his friend Mr Alf Thomas, of Newcastle, would like to hear from former shipmates. HMS Theseus: Where is my old shipmate

and best man of 36 years ago? Ex-N/A Des Head FAA, last address Romsey, Hants, please phone Terry Hammersley, Northampton 0604-408322. HMS Mohawk: Jock Kerr (Mess 10) of 51

Woodburn Medway, Dalkeith, Midlothian E22 2EZ (tel 031-660-1928), would like to hear from and would welcome visits from old shipmates.

OVER TO YOU

HMS Orion: Mrs Hilda Ellen Dugdale, 18 Cudmore Street, Somerton Park, South Australia, 5044, is trying to trace her brother, John Edward Fullalove, who served in the Royal Marines for 12 years and was in HMS Orion during the Second World War.

'HMS Hero: Mr. Edwin Horlington, 1 St Leonards Close, Bengeo, Hertford, rescued by the ship off Kalimata after the evacuation of Greece, would like to contact anyone who served in the Hero at the time.

Mystery badge: Mr. R. A. Kerr, "Troodos", Swains Lane, Bembridge, Isle of Wight, PO35 5ST, is seeking information about a non-substantive badge FC1 (Fire Control 1st Class?) on behalf of a CPO's

Bridesmald: Mrs. Jayne Davies. Sunnydale, Naunton, near Cheltenham, GL54 3AD, is trying to contact ex-Wren Vera Bird, who was bridesmaid at her mother's wedding in 1937.

Khedive Ismail: Mr. K. B. Harrop, 12 Cornhill Road, Davyhulme, Urmston, Manchester, M31 3TJ, researching the loss of the ship, would like to contact WRNS survivors. Irish plea: Mr. Pat Sweeney, 41 Lower

Leeson Street, Dublin 2, who is hon editor of the Maritime Journal of Ireland, would welcome information about the Southern Irish Destroyer Flotilla of the RN, 1923-38. Beatty's message: Mr. J. W. Noakes, 93 Ruskin Road, Chadwell St Mary, Grays,

RM16 4HD, would like to contact any reader with a copy of Admiral Beatty's message to the ship's company of HMS Lion, at the time of the German Fleet's surrender. Fairey Swordfish: Aircraft No. W5856 is

being restored at Strathallan Museum, Auchterader. Any photographs and information most welcomed by Cpl. Nev Gardner, 74 Squadron, RAF Wattisham, Ipswich IP7 Walcheren: Mr. D. Kinsley, 6 Pool Drive,

Scunthorpe, DN17 2PE, is trying to locate a copy of "Cinderella Operation," by Gerald Rawlings, about the Walcheren landings in which he took part. HMS Bedfordshire: Mr. Jim Frost, 26A

photograph of graves at Ocracoke, North Carolina, dated May 1942, and will be pleased to give information to relatives or

Book sale: Mr Ivor Burston, Fountain Inn. West Street, Wiveliscombe, Taunton, TA4 2JP, would like those who bought his book, "I joined the Navy and Saw the World" to know that the proceeds bought an electric conveyance for his spinabifida granddaughter

War losses: Mr. Bill Obray (ex-chippy), 25 Marsden Road, Bath, BA2 2LJ, would like to get a copy of the artist's impression published by a national newspaper, of all RN ships lost in the Second World War, shown in review order

Naval hero: WO1 (SSM) J. A. Stanistreet, RAOC, HQ Army Legal Group UK, Old Sarum, Salisbury, SP4 6BN, researching biographical details of CPO Patrick Henry Willis, AM, hero of the Poseidon disaster in 1931, would welcome information.

Minelayers: Mr. A. G. Evans, 68 Beverley Grove, Blackpool FY4 2BE, would welcome anecdotes about the fast minelayers Manxman, Weishman, Lattona, Apollo, Ariadne and Abdiel to incorporate in a

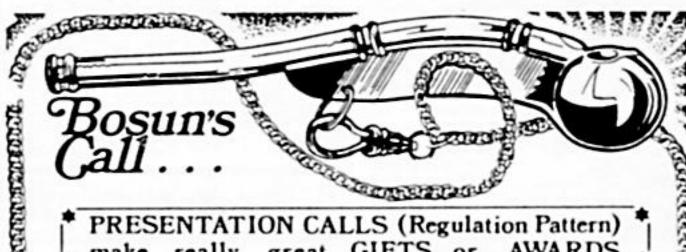
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Havy News

Red, Yellow, Pink, Grey

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Golden days ahead for Portsmouth

A GREAT welcome awaits sailors, young and old, in the newly refurbished Portsmouth RNA (RNOCA) Club at Lake Road, which celebrates its Golden Jubilee on August 22-23.

A warm welcome is also extended to delegates attending annual conference at HMS Nelson on June 21, who will find the old club premises changed beyond recognition.

At a cost of £175,000 it has been given a new lease of life, reflected in a growing membership of 1,000.

The spacious, elegant interior can now comfortably seat over 400, and offers every facility, including a private bar upstairs for those holding small reunions or family celebrations.

Offering a social programme

Search for tales of Yeovilton

MEMORIES fo the first commissioning of RN air station Yeovilton in 1940 are being sought for possible inclusion in a book being planned to mark the station's 50th anniversary.

The Society of Friends of the Fleet Air Arm Museum at Yeovilton would be grateful for stories and photographs from that time. Please send them to Commodore W. J. Flindell, Society of Friends of the FAA Museum, RN air station Yeovilton, Somerset BA22 SHT.

to meet all tastes, from weekend dancing to coach trips, to inter-club activities, the club caters for serving and ex-serving members of the Navy, the WRNS, the Royal Marines, their wives, families and friends, and new members are welcome.

Portsmouth branch commissioned at the Mother Shipton pub in Twyford Avenue, on August 22, 1937. Members subsequently met in a wooden hut in Pitt Street. Unlike today's club facilities the old premises offered a bar made from planks and wooden crates — and drink was served from a barrel.

Such milestones will be recalled at the anniversary celebration which will also be marked on Sunday, August 23, with a ceremonial parade, following the re-dedication of the branch standard at St Mary's Church.

As with all successful clubs, Portsmouth RNA depends not so much on the facilities it offers, but on the quality of membership. And in this respect the branch has been fortunate, boasting many who have given years of dedicated service.

Shipmate Bob Pearn, branch president, joined in 1948 after



IF YOU opt for the RNA's new four-year subscription plan - which can also involve a covenant - you will be following the example set by two important recruits, pictured here.

The new members are the First and Second Sea Lords, Admirals Sir William Stayeley (centre) and Sir Richard Fitch (left). They are being presented with their membership cards and ties by the president of the Association. Admiral Sir Desmond Cassidi.

Details of the four year plan are: ● Pay £10 for four years' subscription. While this is four times the current, annual rate, you would not be affected by any increase which

may occur in subscriptions during the four

 If you pay tax, then a condition of the offer would be that you make a deposited covenant of the payment which will enable the Association to reciaim £4.12 over the four

 If you do not pay tax (including building society interest), then the convenent would not be possible, but the four-year subscription would still be available to you.

Further details can be obtained from the General Secretary of the Association, 82 Chelses Menor Street, London SW3 5QJ. Picture: PO (Phot) Durmy du Feu.

wartime service in destroyers. Since then he has held every office and is proud to have served for a time as Parade Marshal of the association, before handing over to Shipmate Alf Woonton, the present holder of this office.

Shipmate Arthur Otley, vicepresident, has been a member for 33 years. During the Second World War he served in HMS Foylebank and retired from the Navy as a deep-sea diving officer in HMS Reclaim.

Branch secretary and stan-

dard bearer, Shipmate John White, can also boast over three decades of service to the branch. John served in HM ships Hood and Iron Duke.

It is thanks to the loyalty of such men, and many others, that Portsmouth has expanded and has a headquarters which is today worth well in excess of £175,000.

The branch is now twinned with their "oppos" in Ostende and many happy visits are exchanged, not just with colleagues across the Channel, but

with branches throughout No 3 Area whose meeting they recently hosted.

The branch has twice been awarded the Briggs Dirk for recruiting the most members in one year and they aim to win it for a third time. In brief, they have a lot to celebrate in their Golden Jubilee year.

There is, however, one sad event to report. The club raised £400 last year to repair damage to the Naval Memorial at Southsea, but vandals returned and mindlessly repeated the act.

70-year age gap bridged at Yeovil

WITH more than a 70-year age gap between their oldest and youngest members, Yeovil can truly boast that they represent all ages.

By coincidence, the branch was able to celebrate the birthday of the oldest member, 90-year-old Shipmate Arthur Sims, as well as that of the youngest, 18-year-old Andrew Stapleton who is serving in HMS Exeter.

The annual general meeting was attended by 68 shipmates, the committee being elected with the exception of Shipmate Bill Tiffin, who stepped down to be succeeded as treasurer by Shipmate Pat Collings.

It was reported that the branch has donated £200 to local charities, and — with the cancellation of Yeovil Air Day branch fund-raisers plan to have a stand and a Pusser's Rum raffle at Yeovil Festival of Transport on August 8-9.

The RNA obituary column now appears with the general obituary item which this month is in Page 32.

GOSPORT RNA

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Applications for membership are invited (a)

From serving and ex-RN, RM and WRNS.

(b) From others interested in RN and RNA

matters. Preference will be given to those

with Army, RAF and MN connections.

'Reverse decline' of Merchant Navy

CONCERN over the decline of the Merchant Navy was the subject of an open meeting held by Leominster branch.

The meeting was convened before a Commons debate on the matter and was addressed by Mr Keith Best, MP for Anglesey. He told the branch that the merchant fleet had dropped from 1,614 UK-owned vessels in 1975 to below 500. Britain had to act immediately to reverse the decline, he said.

Norton Fitzwarren hosted No. 4 Area annual general meeting, attended by representatives of 27 branches. There was a standing ovation for out-going area secretary, Shipmate Vera Bell, who is replaced by Shipmate George Chatfield of Taunton branch. Following the meeting, tea and snacks were provided by the ladies of Norton Fitzwarren.

Shipmate T. Gallagher, National Council member for No. 10 Area presided at the commissioning of Skelmersdale branch. After the ceremony the following shipmates were elected officers: W. Fenney (chairman), R. McGuire (vicechairman), R. Thomas (treasurer) and C Abbott (secretary).

Shipmates of Larne branch, Northern Ireland, have no objection to being "under the thumb" of the ladies. In fact, they are proud that ex-CPO(W) Betty Apsley was elected chairman, and Wren Ruby McCarthy, vice-chairman at the branch annual general meeting.

Members of Leicester branch are honoured that the branch is

now affiliated to HMS Jupiter. The branch is already affiliated to the POs' Mess, HMS Nelson.

Members of No 1 Area, are pleased that Capt. Keith Sutherland, secretary of King George's Fund for Sailors, has accepted their invitation to become area president.

Over 700 members from more than 40 branches plan to attend the Double Seven Committee family get-together week-end on April 24-26.

There is a reminder from Northampton to survivors of HMS Laforey that the annual memorial service will take place at All Saints Church, Northampton, on March 24. Further details from Shipmate R. C.

Topping gift

for Brave

THIS magnificent head-

dress of an Indian chief is

destined to be one of the

trophies of the Type 22

bonnet in this picture is

Shipmate David O'Flynn,

secretary of South Ontario

branch, who commissioned

it from Mrs Barb Bradley of

the Six Nations Indian

head-dress to the Duke of

York, Lieut. Prince Andrew,

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frigate HMS Brave.

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Canada.

Howell, 10 Skipton Close, Mereway, Northampton NN4 ORB (tel. 0604-65857).

Members of Wakefield raised £200 to help buy therapeutic equipment for a new day care

BRANCH news

unit for the elderly at Stanley Royd Hospital.

Shipmate Fred Chambers, National Council member for No 11 Area, presided at the commissioning of Dearne Valley branch on January 10. The General Secretary, Capt. Jim

Rayner, and the Deputy Lord Lieutenant of South Yorks, Mr. I. S. Porter, were among the guests. Following the ceremony a cheque was presented by a local brewery towards the cost of the branch standard.

Despite freezing weather there was a good turn-out for the annual general meeting of Mitcham, Morden and Wimbledon branch, at which Shipmate Fred Ticehurst was elected chairman.

Branch public relations officer, Shipmate P. R. Thompson, would like information about the Battle Ensign worn by HMS Jamaica in the Barents Sea in 1942. He can also provide information about the HMS Jamaica Association if those interested write to him at the Royal British Legion, 26 Marks Road, Mitcham, Surrey CR4

GROWTH

Bridlington branch is "coming along nicely", with a steady growth in membership. The Combined Services week-end held in Bridlington in June is an event to which the branch look forward. Visitors in the area are assured of a welcome at branch headquartes, the more so if they call on the first Thursday of the

A year after commissioning, Rayleigh in Essex dedicate their standard on May 10. Details may be obtained from Shipmate George Mead, 62 Friern Gardens, Wickford, Essex.

A flag day organised by Bletchley raised £648 for naval charities, £93.87 of the total being raised by the branch standard bearer.

Following the demolition of their headquarters, Chesterfield branch now meet on the first Tuesday of the month at the Chesterfield Snooker and Social Club, Holles Lane.

Members of the US armed forces were among guests at Kingsbury and Kenton's annual "Up Spirits" for residents of the Royal Star and Garter Home at Richmond.

The branch was particularly pleased to get helping hands from Aldenham branch in distributing the tots, and they thank the home's matron for providing the visitors with a light tea.

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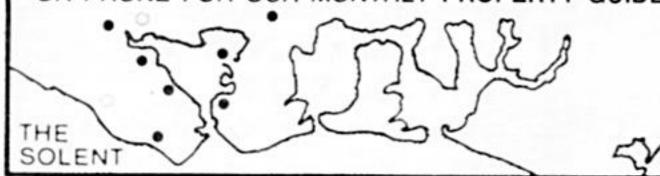
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Good general education in small friendly school. Good facilities for sport and Duke of Edinburgh's Award Scheme. Some Service Bursaries available.

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Seaford, East Sussex Telephone (0323) 892334 **CO-EDUCATION**

Newlands was opened in 1814 and, since its foundation, the Headmasters have all been members of one family. There are 250 boarders and day children aged 7-131/2. The boarders sleep in the main building and are supervised by the Headmaster, his wife, and four Matrons, one of whom is a trained nurse. The school is surrounded by 15 acres of land, of which 12 acres is set aside as playing fields. The grounds include an all-weather football pitch incorporating 3 hard tennis courts and basketball court. There is a large indoor rifle shooting range, carpentry workshop, Home Economics room, and the Music Centre covers the tuition of a wide range of instruments. Association football, rugby, hockey, cricket, athletics, netball and tennis are the principal organised sports. Boys and girls are prepared for the Common Entrance and Scholarship Examinations to all Public Schools and to Newlands Manor, our own Senior School. Newlands undertakes the responsibility for all travel to and from the School, visa applications and transport to Heathrow and Gatwick (only one hour from the School). We also arrange for families known to us to welcome children for half terms in cases where relatives or guardians are not available. In addition to the Service Grants, a further generous reduction in boarding fees is given.

Prospectus and further information from the Headmaster.

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Further details can be obtained from: Captain Headmaster, Indefatigable School, Plas Llanfair, Llanfairpwll, Gwynedd, LL61 6NT. Telephone: 0248 714338

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The Registrar, N. Heden, B.A., Seaford College, Petworth, West Sussex GU28 0NB Tel: Graffham (079 86) 392

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I.A.P.S. Boys' Preparatory School 7-13 years Boarders and Dayboys, and as from September, 1985 accepting day girls. Pupils prepared for Scholarships and Common Entrance to Public Schools and others. Also Pre-Prep. Department for boys and girls 3-7

For further details and a prospectus, write to the Secretary, Oakwood School, Chichester, West Sussex PO18 9AN or Telephone Bosham 575209

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Contact: The Headmistress

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For prospectus, please telephone or write to the Admissions Secretary.



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For a prospectus or to arrange to visit contact the Headmaster, John Davey, St. Brandon's School, Clevedon, Avon BS21 7SD. (Tel: Clevedon (0272) 872825)

PREPARATORY SCHOOL Sherborne · Dorset · DT9 3NY

A boarding and day preparatory school offering an excellent all round education to boys and girls aged 7 to 13.

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For further details, or to arrange a visit, please write or telephone: Robin Lindsay, M.A., Headmaster

Telephone · Sherborne · (0935) · 812097

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Michael Downward, Headmaster, West Buckland School, Barnstaple, Devon EX32 0SX - Tel: Filleigh (05986) 281

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- ★ The Boarding fee is currently £875 per term.
- ★ A lively Sixth Form of around 130, providing an average of 35 entrants annually to degree courses.
- * At Hardye's there is a wide range of sport utilizing thirteen acres of playing fields, swimming pool, all-weather hockey pitch, six hard tennis courts and a large sports hall. Outdoor pursuits include sailing and windsurfing. The School is proud of its sporting achievements.
- * All three services are represented in a large and old-established Combined Cadet Force.

Inquiries to: The Head Master, P. A. Close, M.A. Telephone: (0305) 67841



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- ★ Busy weekends with regular outings to theatres, concerts, museums and sporting events.

There is also a Pre-Preparatory Department for day children aged 3 to 6.

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For further details or to arrange a visit, write or telephone: The Headmaster, Great Ballard, Eartham, Chichester, West Sussex PO18 0LR, Telephone: (024 365) 360

RYDE SCHOOL

ISLE OF WIGHT

PO33 3BE

A few boarding places are available in September 1987 for boys 7+, 9+, 11+ 14+ and 6th Form.

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Probably the most cost-effective boarding school enjoying HMC status. Full Boarding Fees start at £1230. A successful, expanding independent school within sight of Portsmouth.

First class academic and sporting achievement

RYDE



Contact: The Headmaster Peter Wilkes, MA

(0983) 62229

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Founded 1563

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Mixed Grammar School — 11-18 (600 pupils)

still available for September 1987. Application for places are invited now. The school takes 102 girl and boy boarders along with 500 day pupils. High

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own Combined Cadet Force and Duke of Edinburgh Award Scheme.

ECCLES HALL SCHOOL

Quidenham, Norwich, Norfolk NR16 2PA Telephone Quidenham (095 387) 217 Headmaster: S. A. Simington, Cert Ed.

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Full-time staff 18, part-time staff 6 * Small classes affording much individual tuition for all pupils

- * Balanced education with challenging courses up to GCE and CSE, GCSE
- ★ Good facilities in all subject areas: science, craft, computers * Comfortable accommodation in two boarding houses
- ★ Wide range of club activities and full games programme ★ High standards of discipline in a caring environment
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- Please write or telephone for the school prospectus Visitors to the school are welcome when we are in session

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BELMONT ABBEY SCHOOL, HEREFORD · Solidly established Catholic School with Junior House, for boys from 11-18, boarding

- Benedictine foundation with strong "family" pastoral care tradition, and with large
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- The Headmaster, Belmont Abbey, Hereford HR2 9RZ Telephone Hereford (0432) 277362

LAUNCESTON COLLEGE

DUNHEVED ROAD, LAUNCESTON, CORNWALL PL15 9JN (0566) 2468

> Headteacher: Mr. C. D. Cooper, M.A.

BOARDING PLACES

A number of vacancies exist for boarding places for boys at Launceston College from September 1987

No tuition fee will be payable, and aid towards the boarding fees may be given in accordance with the Committee's Scale, in approved cases

Interested parents or guardians may contact the headmaster in the first instance for further details Application Forms and a Prospectus may

N. W. Barr (Ref. CS/M), Secretary for Education, County Hall, Truro TR1 3BA (0872) 74282 Ext. 2463 or the Headmaster

be obtained from

CORNWALL EDUCATION COMMITTEE

ASHBY GRAMMAR SCHOOL

Leicestershire

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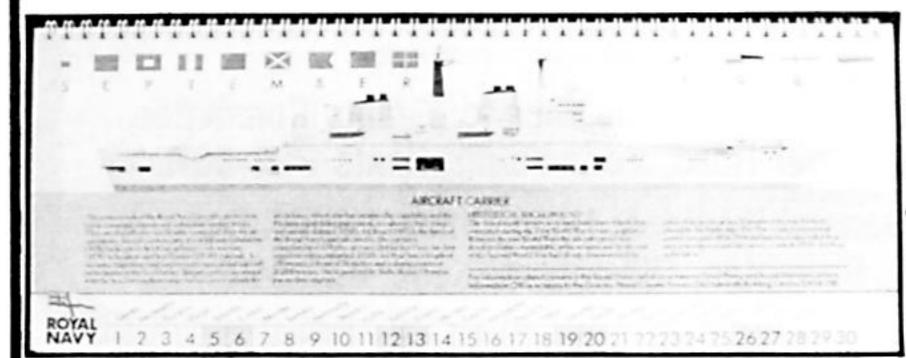
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£500 grant helps mum see meal times in a new light

Trust gives Christine cockability

SOMETHING'S cooking down at the Moores' in Portsmouth — thanks to the RNBT.

Young mum Christine Moore (28) was at her wits' end when her old electric stove broke down.

Over the years Christine, who suffers from Marfan Syndrome and is only partially sighted, had got used to her old cooker and knew where all the controls were.

She had found a new one she liked but at £560 it was well out of her price range.

Then the RNBT saved the day. When the Trust discovered

Childaid

AN ex-PO, whose wife committed suicide after a long illness, has received over £1,000 from the RNBT to help meet domestic costs

and clothe his three children. The money was especially needed after the man decided he had to give up work to care for the children, now aged 14, 13 and nine years.

her plight they gave Christine a £500 grant towards purchasing the new cooker.

For Christine the cash was a life saver — as the new cooker has large digital read out which she can easily control without having to lean dangerously over hot plates to see what's going

And the knobs have been highlighted with orange fluorescent colouring to make them stand out even more.

Since acquiring the new cooker Christine has become more confident about her cooking.

"As a partially sighted person cooking can be very difficult and I can now look forward to many years of service without the worry of bank loans, which I was having to consider to buy a new cooker," Christine said.

And it's good news for hubby as well. As an RN chef he welcomes Christine's new found interest in cooking.

"Now he says it's time I bought a cookery book," Christine quipped.

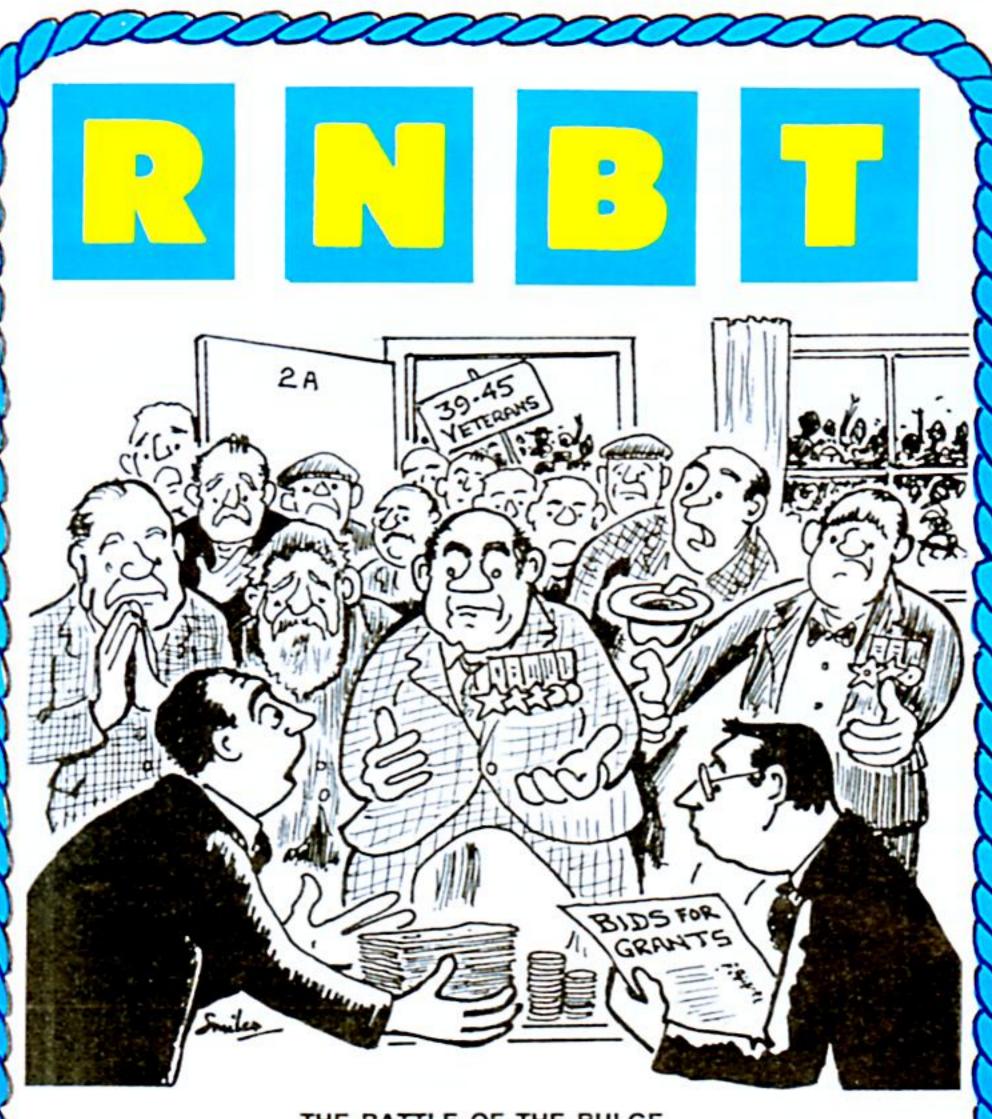
 Marfan Syndrome is an inherited disorder which affects many organs, including the skeleton, lungs, eyes, heart and blood vessels. It was first described by Dr Marfan back in 1896. The Syndrome is hard to diagnose because there is no specific laboratory test for the condition and symptoms vary from one person to another.

Marfan affects Christine's eyes and heart and now her two-year-old son is being tested for any signs of the illness.

The Marfan Association was set up by patients, their families and doctors 18 months ago to give advice about the Syndrome. Their address is Marfan Association, Department of Histopathology, St George's Hospital, Tooting, London SW17 ORE.

> In her darkened world Mrs Moore came up with a novel way of keeping track of her adventurous toddler Kleran - a tiny string of bells around his ankle!





THE BATTLE OF THE BULGE

Applications for assistance to: Grants Committee, 2a Tipner Road, Portsmouth, Hants PO2 8QR.

General inquiries: Head Office, High Street, Brompton, Gillingham, Kent, ME7 5QZ

THE RNBT is spending over £1,000 a week more on grants this year than last year.

At the end of January the total expenditure on grants to individuals, excluding annuity wards, was £540,022 — compared with £478,172 the previous

This represents an increase of £61,850 — and a weekly equivalent of £1,190.

As reported in Navy News in January the increase in grant value and caseload is due to the huge increase in applications for financial help from ex-Servicemen who served in the Second World War, known as the Battle of the Bulge.

The RNBT's caseload is increasing as well. Its grant committee gave 144 more grants over the past ten months than it did over the same period a year ago.

Mandy's trip is blooming lovely

INTREPID explorer Mandy Tyson, whose father serves with the Fleet Air Arm, is back from Tanzania full of dramatic stories of her expedition to the Shira Plateau.

The collapse of her expedition colleague Paul Sainsbury during the first week on the mountain must rate as the most dramatic.

He had to be evacuated by Land-Rover to Arusha and then by air to Dar es Salaam, where doctors diagnosed exhaustion and viral and bacterial infections. He had to withdraw from the expedition and return to the

Mandy, who was in her third year reading geography at Dundee University when the expedition was staged, managed to save £300 towards her expenses but the trip was in the balance until RNBT stepped in with the additional £200 she needed.

This was the second time in three years the RNBT had offered Mandy (21), financial help for her "globe-trotting." Three years before she was able to take part in an expedition to Eastern Greenland, thanks to the RNBT and other naval trusts.

This time the expedition went to East Africa to make botanical studies on the Shira Plateau. establishing a camp site some 3,500 metres up.

Mandy, who was responsible for the expeditions provisions, was involved in a project to study the geographical factors influencing the growth and reproductive success of the giant Dendrosenecio Johnstonii plant.

Taking the strain . . .

APPLICATIONS for cash help will continue to flood the RNBT for at least another ten years, its new honorary treasurer, Mr

John Edwards, has warned. Speaking shortly after taking over his new post, Mr Edwards, ex-Fleet Chief Medical Assistant, warned financial

demands on the Trust were unlikely to slow up for a decade. He added: "It is imperative that the Trust should maintain a health investment portfolio and recognise that for the foreseeable future RNBT will be heavily dependent upon the regular and very high level of support it receives from King George's Fund for Sailors, Greenwich Hospital, the RNA and allocations from MOD and Navy organisations.

Associated with the RNBT since 1977, Mr Edwards has been chairman of both the Chatham Local Committee and the Pembroke House Management Committee. He left the Royal Navy in April 1984, after completing 27 years' service.

"The Trust must continue to be generous to those presently in need and ensure funds are available to meet the increasing demands of the future," said Mr Edwards, pictured right.



BIG CASH SUCCESS FOR NAVY SHOWS

LAST YEAR'S Navy and Air Days again proved a resounding success overall. Despite adverse weather for some of the events, the combined surplus matched the previous year's record income.

As a result £220,100 — £100 more than in 1985 — was available for distribution to charities.

This sum was made possible by events at Plymouth, Portsmouth, Portland, Rosyth, Culdrose, Lee-on-Solent Prestwick and Yeovilton.

Its distribution, agreed by the committee at the Navy Weeks Trust annual meeting and later ratified by the Trustees, is:

General Naval Charities — £165,300, comprising King George's Fund for Sailors

Royal visit

THE Duke of Edinburgh will visit the Victory Services Club in Seymour Street, London on March 12. Prince Philip is patron-in-chief of the Victory (Services) Association Ltd.

Members wishing to attend should apply for a ticket to the General Manager, the Victory Services Club, 63-79 Seymour Street, London WS2 2HF. £46,300, Royal Naval Benevolent Trust £46,300, Fleet Amenities Fund £49,300, WRNS Benevolent Trust £4,300, Fleet Air Arm Benevolent Trusts £4,300, Royal Marines Benevolent Funds £4,300, Second Sea Lord £100, and the Regular Forces Employment Association £10,400.

Fleet and Commands — £11,800, comprising Captain of the Fleet £8,600 and Commander-in-Chief Naval Home Command £3,200.

Donations — £5,000 to Civil Service Benevolent Fund and £500 to Korean War Memorial Fund.

The balance of £37,500 was divided in approximate proportion to the profits contributed by the Navy and Air Days, as follows: FONAC £11,250; FOST £2,000, FOSNI £1,750, FO Plymouth £11,250, FO Portsmouth £11,250.

There were congratulations and thanks to everyone who played a part in Navy and Air Days.



Flying squad cleans up at Culdrose

MAKING a splash as they turn their attention from the skies to the roads are students of 29 Operational Flying Training course of 810 Squadron, based at RN air station Culdrose.

The young officers held a sponsored car (and motor-cycle) wash in aid of the Macmillan Nursing Fund. At the end of the day over 130 vehicles had passed through the "washing line" and more than £200 was raised.

Here, Lieut.-Cdr. Ivor Milne, the squadron's senior observer, takes his chance among the foam and sponges of over-zealous cleaners.

Picture: LA(Phot) Taff Jones.

Falklands tapestry dedicated

A MEMORIAL tapestry depicting the Royal Navy's role in the Falklands War has been dedicated at HMS Raleigh.

Artist Fiona Forsyth spent nine months designing and weaving the tapestry at her workshop in Brighton.

The work measures ten feet by seven and depicts symbols of the Navy and other maritime services, together with images and suggestions of the islands themselves and the conflict. The centre-piece is a giant cross.

It was commissioned in December 1985 by the former Captain of HMS Raleigh, Rear-Admiral Brian Brown.

CHAPLAINS

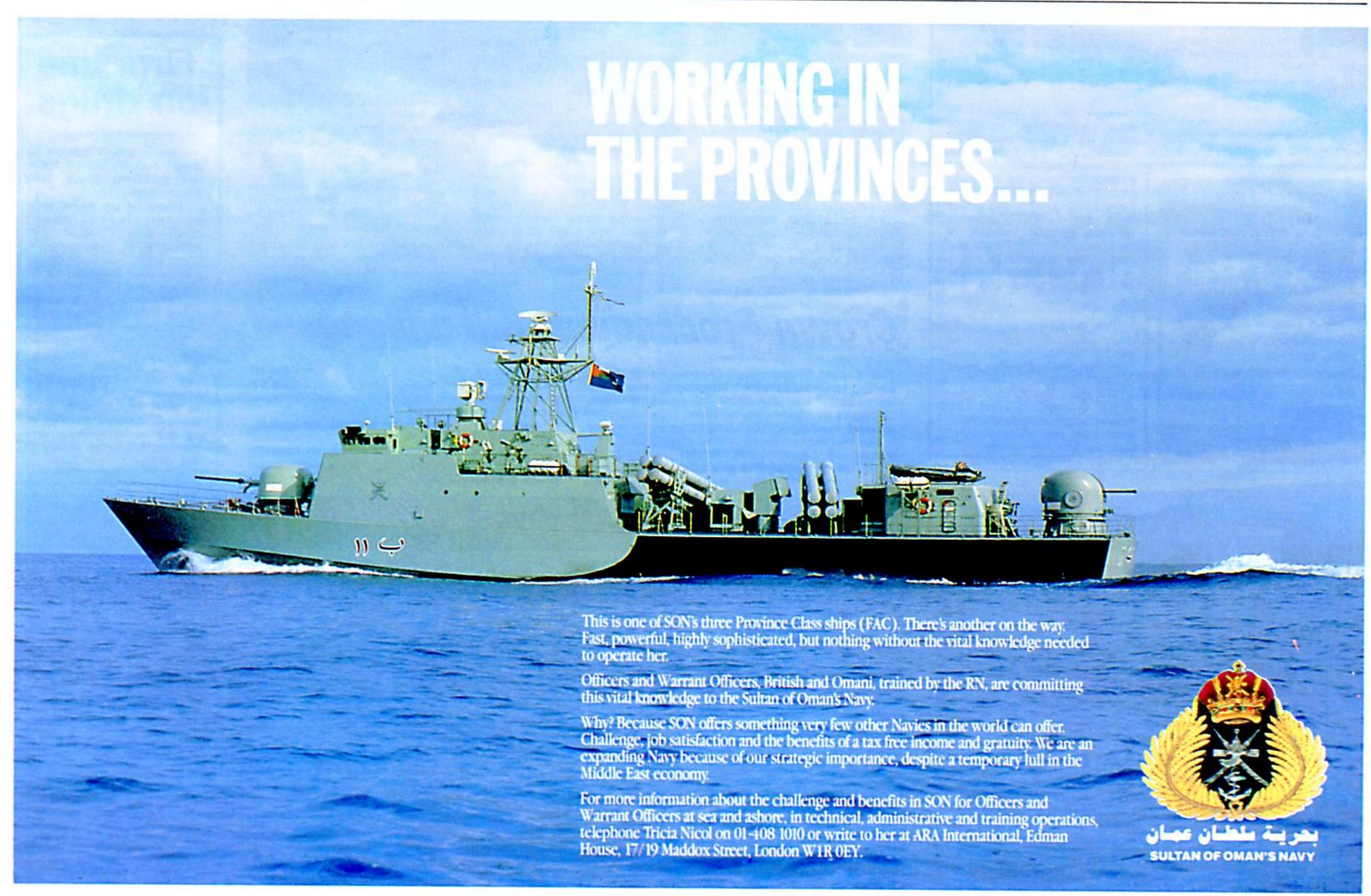
The service of dedication in the establishment's Roman Catholic Church was conducted by the Chaplain of the Fleet, the Ven. Noel Jones; the Principal Chaplain Church of Scotland and Free Churches, the Rev. Sam Williams; and the Principal Roman Catholic Chaplain, Monsignor Ron Brown.

Among the guests of honour was the artist and the Flag Officer Plymouth, Vice-Admiral Sir Robert Gerken.

Analytical visit . . .

DURING a visit to Portsmouth area establishments, the Director WRNS Commandant Kelsey Fletcher visited the Naval Weapons Trials and Assessment Authority at the naval base.

The organisation employs more Wren weapon analysts and Fleet analyst officers than any other establishment.



Life assurance:

DO YOU NEED IT?

THE young, single man. Life Assurance is basically about protection for dependants; most young people do not have dependants. Therefore, to buy life assurance is a bit like buying a roof rack when you don't own a car.

However, many life assurance salesmen will tell you that endowment assurances offer one of the very best means of long-term saving and that, therefore, you should buy one however young you

Beware; the aims of most young people are not longterm and therefore these endowment assurances are frequently inappropriate and may cost you dear if you cancel the policy in its early years.

Bear in mind that a whole life policy may pay commission equal to or greater than the entire first year's premium. Therefore any surrender value in the early years has to be very much less than any premiums you have paid.

ACCESS

All this is not to say that young people should not be saving regularly. The recommendation is that in your early years you should be thinking more of saving in a building society account where you can have easy access to your money.

Life assurance sold for the correct purpose is one of the best investments a person can make. However, young people should be wary of approaches by life assurance salesmen and instead go along to see the building society or bank and start a regular savings plan without future commitments and without penalties for withdrawal.

Life Assurance for those with dependants. If you have dependants then life assurance is definitely for you. If you die in the Service, financial provision will be made for your

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Third in a series of articles offering guidance through the insurance jungle

wife but probably insufficient to maintain her existing lifestyle and so you need to top up this sum with a life assurance policy.

There are two types of life policy - whole of life or endowment. With a whole of life policy, the sum assured becomes payable on death only. With an endowment policy, it is payable at the end of a fixed term of years, or on death, whichever occurs first.

Endowment policies. These policies can be with or without profits. A with-profits policy is entitled to share in the profits of the assurance company. Bonuses are added to the sum assured each year, so increasing the value of the assurance.

WORTHWHILE

A without-profits policy simply guarantees that the sum assured alone will be payable — and nothing else. The with-profits policy is the more expensive, but the extra outlay is worthwhile for the benefit if the bonus additions, which should greatly exceed the premiums paid.

Term life insurance. This type of insurance provides cover for a stated number of years only.

If death occurs during that period, the insurance company pays the sum for which you have insured. This can either be a lump sum or a monthly income benefit, which is normally only payable to the end of the policy term.

If you are still alive at the end of the term you get nothing and the premiums

The premiums are usually quite small and this type of policy should be the basic building block in any young couple's insurance plan.

The Navy has its own sponsored scheme, N-Trust, for which details are available at your local pay office.



Lord! What a way to be promoted

NOT everyone can boast that they have been promoted by the First See Lord. So for Mick Woolven (now CPOWTR) and Karen Austin (now LWren CK) it was a special honour when they were advanced to their new rates by the First See Lord, Admiral Sir William Staveley.

Mick runs the First Sea Lord's Registry and Karen is a member of the Retinue Staff.

Looking on are the First Sea Lord's two assistant secretaries, Lieut.-Cdr. Alistair Watson and Lieut.-Cdr. Ian Wellesley-Harding, divisional officer of Mick and Karen, respectively.

Picture: PO(Phot) Denny du Feu.

Plaque to Bradford's naval VC

BRADFORD'S only naval VC, James Magennis, has been honoured by the unveiling of a memorial plaque in the city's cathedral.

Family and friends of Mr. Magennis, who died last year aged 68, attended the ceremony, arranged by the West Riding branch of the Submarine Old Comrades Association.

Special guests of honour included the Lord Mayor of Bradford and fellow VC holders Lieut. Tom Gould and Rear-Admiral Godfrey Place, who unveiled the plaque, which has been set into the wall of the West Riding Chapel.

Mr. Magennis won his VC in a midget submarine attack on the Japanese cruiser Takao, off Singapore in July 1945.

The inscription on the tablet reads, "Bradford salutes the memory of Leading Seaman James Joseph Magennis who for his singular bravery in the action by Midget submarine XE.3. against the cruiser Takao in the Jahore Straits July 31 1945 was awarded the Victoria Cross."

Rugby boost tor Darren

DARREN HACKLETON, who suffered horrific back injuries during a rugby match in Singapore, is hoping to visit his old ship HMS Beaver later this month for the first time since the accident.

WEA App Hackleton (20), whose parents live in Sheffield, has been invited to attend a rugby match in his honour between the specially-formed Manadon President's XV and Plymouth Albion on March 24.

The Beaver's commanding officer Capt Norman Dingemans, said the ship is raising money to buy Darren a wheelchair.

The accident left Darren, who was United Services Under-21 Player of the Year in 1985, with a damaged spinal chord, and unable to move.

Now his parents are converting their new home to prepare for Darren leaving hospital. Already HMS Illustrious has

raised about £1,400 for Darren

and his old ship has donated £2,000 to the Stoke Mandeville Hospital — raised by a cycle ride from Sydney to Melbourne in Australia and sponsored events staged by their 27,000 associated Beaver Scouts.

Twickenham

At the end of March Capt. Dingemans hopes to visit Darren in Sheffield, during a ship's visit to Liverpool.

The next event to raise cash for 19-year-old Darren is the raffle of a rugby ball signed by the RN team, planned to take place at the RN v Army rugby match at Twickenham on March

And young officers at Manadon are planning a 1 x 100 mile relay race.

Firm line on drugs

From front page

- and when it comes to drugs I don't blame them for putting their own safety first.

"None of us must ever be complacent about drugs, but I think we can put this in perspective. From what I can see of the trends over the past six or seven years, I am sure society as a whole would agree that the drugs problem is under better control in the Navy than in civilian life.

"That doesn't mean to say that we are lowering our guard, and in addition to regular drugs lectures we are always careful to advise sailors who are visiting high-risk areas of the dangers they face."

Crown Proceedings Bill unopposed

THE Crown Proceedings (Armed Forces) Bill, aiming to allow Service personnel to sue fellow Servicemen and the MOD for personal injury damages in peacetime, received an unopposed second reading in the Commons in February. For the Government it was stated that MOD

would stand behind any Serviceman who was

sued for action in the execution of his duty.

This would ensure there was no adverse effect

on morale or discipline or on the standard of training. However, disciplinary action could be taken against a Serviceman alleged to have caused injury.

There were again strong appeals for legislation to be retrospective, but the Government view was that it would be wrong to impose retrospective legal liability for a past case under a different legal regime.

Avis **Weekend Savers**

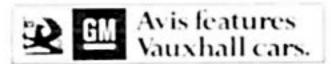
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R. W. Blacklock, CBE, DSC. Capt. (retd.). Aged 97. Commanded C25 and E31 in First World War, later commanding HM submarine Dorset. Director of Welfare Services in Second World War. President Scottish

OBITUARY

Branch SOCA.

J. B. Inverdale, CBE. Surg. Capt.(D) (retd.). Served 35 years. Appointments included Fleet Dental Surgeon of Home Fleet and of Far East Fleet, and Command Dental Surgeon Portsmouth. Prominent in naval rugby, playing for Devonport Services, and selector for US Portsmouth. Life member

J. S. Wigley, BEM Ex-CPO Ships included HMS Warspite. Later with HMS President (London Division RNR), Served 27

G. Webb. Ex-PORMECH. Ships included HM ships Hermes and Gurkha. Died in Canberra, Australia G. Bradley, BEM. Ex CY. For many years

signals instructor then Hawke Division CPO at BRNC, Dartmouth. Aged 82. J. H. Butler, Ex-Seaman Gunner, Served 15 years, including HM ships Glasgow, Ceylon and Diadem. Aged 64.

E. A. Kirk. Ex-CPO Coxn submarines, 1937-46. Survivor of HM submarine P32 in C. Chidwick, DSM. Ex-PO Stoker for 15 D. E. Waite. Served 1939-45. Age 63.

Aldbourne, Wilts. W. Ashton, DSC, Cdr (retd.) Hydrographic officer - last captain of the eighth HMS Challenger which made roundthe-world surveying voyage in 1953.

R. Sowerby. Served in submarines 1940-50. Aged 64. Member of Hull SOCA. E. A. Bartlett, Ex-CRS. Served nearly 50 years, including HMS Troubridge.

G. Crouch. Ex-WO Photographer. Served 26 years, including HMS Ajax and E-boats.

RNA MEMBERS Shipmate Raymond Gilbert Newman,

vice-chairman, Camborne and Redruth, aged Shipmate Bryan William Tregenna.

founder member Bridgwater, Jan., aged 56. Shipmate C. J. (Jim) Cooke, Crewe, Jan. 23. discharged as RPO HMS Vernon, 1986. Shipmate J. Houghton, Rhyl. Jan. 8. aged 65 Shipmate Cdr. Giles A. Poole, president.

Newark, Dec.

Shipmate Arthur Pried, Newark. Shipmate George Allen, Newark Shipmate Cyril Chadwick, Worcester, Jan. 12, aged 57. Shipmate Michael Mander, Warwick

Shipmate George Giles, chairman, Henfield and District, Dec. 3, aged 73. Shipmate Frederick (Dutchy) Holland, Warrington, Jan. 12, aged 68.

Shipmate W. G. (Bill) Morris, Farnham. Dec. 31, aged 76. Shipmate James "Dixie" Dean, life member Greenford, formerly Southall, Dec.

Shipmate Robert H. "Bob" Woodard, Greenford, Jan. 6. Shipmate Jim Fowler, founder member. Swindon and life member, Dec. 1, aged 56.

Shipmate Patrick (Pat) Egan, Hartlepool, Shipmate Robert (Bob) Jamleson, Hartlepool, Jan.

Shipmate Jim Archer, Hartlepool. Shipmate Vincent Carroll, Hawke Div. HMS Caledonia (1937), aged 67.

Shipmate Tom Clarke, Runcorn, Jan. 30. Shipmate John Lockwood, associate

member, Swindon, Jan. 30, aged 82. Shipmate Irene Trimmer, ex-Wren.

Shipmate H. Jones, Lewes, Feb. 1, aged Shipmate Harry Wilson, Chesterfield,

Shipmate Glyn Thomas, Swansea. Dec. Shipmate Bill Vatcher, BEM, Silverton (Exeter), Feb. 7, aged 80. Ex-CPO, wartime Ark Royal

Shipmate David Callis, life member and

committee member, Wythenshawe, and former treasurer of Manchester Submarine Old Comrades' Association, Dec. 25, aged

Shipmate Ken Cox, committee member Wythenshawe, Dec. 28, aged 61. Shipmate Jack Jones RM, Bloxwich, Jan.

Shipmate John Pearce, Dursley, aged

Shipmate Wardmaster Lieut.-Cdr. John Lihou, MBE, vice-president Dursley, Feb. 7.

Shipmate J. R. Shaw, Swindon, Jan. 9. Shipmate D. O. (Tug) Wilson, Farnham

branch and HMS Ganges Association, Feb. Shipmate Eddle Starling, ex-submariner,

Colchester, Feb. 4, aged 61

Shipmate Bill Lovejoy, Bletchley, Jan. 22, aged 83 Shipmate Victor Glynn, ex-HMS Kelly. Ramsgate, Jan 27, aged 75.

Shipmate Tom Hope, Pewsey, Dec. 15. Shipmate Mrs Jane Irvine, ex-Ldg Wren

1940-46. Jan. 23, aged 66. Shipmate Len King, Sidoup, Feb. 17.

aged 72

TO CHIEF

HMS Centurion in February:

Arthur), A. D. Atkinson (Dryad).

Norton (Ariadne).

F. A. O'Brien (Phoebe).

P. J. Collins (Wessex).

PROMOTIONS

AUTHORITY for promotion of the following

ratings to chief petty officer was issued by

OPERATIONS BRANCH

SEAMAN GROUP

C. I. Hurst (Neison), M. S. Hughes (Royal

J. W. Rigby (Neison), R. J. Newell (Dryad), J.

M. Gorringe (Arrow), W. B. Franklin (Active).
To CPO(OPS)(M) — B. E. Walker (Bea-

ver), S. Whitehouse (Illustrious) S. J. Clem-

ents (Cambridge), H. MacCallum (Aurora),

N. J. Smith (Exeter), I. A. Matthews

(Gloucester), J. Utting (Cambridge), D. A.

To CPO(SEA) - B. K. Casey (Ariadne),

To CPO(MW) - D. A. Perkins (Nelson),

(COMMUNICATIONS GROUP),

REG, PT AND R

To MAA - K. G. Souch

(CINCNAVHOME), R. A. Beauchamp (Min-

erva), G. Findlay (Danae), J. C. Western

(Release), K. J. Rowlands (DNR Outports),

T. J. Wright (Intrepid), J. T. Whitehead

To CPOPT - A. P. Mordaunt (Heron), J.

To CRS - G. A. Ferguson (Warrior).

To CPO(OPS)(R) - R. Bruce (Neptune),

To CPO(OPS)(S) - P. L. Lewis (Brave).

POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at February 1, 1987.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during January.

PO(EW)/RS(W) - Int (20.12.84), 3 LB(EW)/LRO(W) - Dry, Nil; PO(M) - Int (12 12 86, 5; L8(M) - 143, 12; PO(R) -141. 5. LB(R) - Int (20.6.86). 11; PO(S) - Dry. Nil. LS(S) - Int (5.12.84), 6. PO(D) - Dry. Nil; LS(D) - Int (20.6.86) Nil. PO(MW) - Dry. Nil; LS(MW) - 78, 3. PO(SR) - Dry. Nil; LS(SR) - Dry. Nil. PO(SEA) - Int (3 10.86), 1; POPT - 474. 3. RPO - 402, 4, RS - 212, 4; LRO(G) - Int (3 12 85), 16, CY - 191, Nii LRO(T) - Int (4.12.84), 12; PO(S)(SM) -Dry. NH. LS(S)(SM) - Int (22.5.86), 2: PO(TBXSM) - Dry. 2. LS(TSXSM) - Int (14.1.87), 6; RS(SM) - 257, 1; LRO(SM) - Int (30.9.86). 4

POMEM(M) - 126, 12, LMEM(M) -212. 12. POMEM(L) - Int (2.10.85), 3; LMEM(L) - 77. 8: POWEM(O) - Int (6.5.86), 8. LWEM(O) - Int (12.12.84), 8; POWEM(R) - Int (4.11.86), 8; LWEM(R) - Int (18.2.86), 31; POMEM(M)(SM) -237. 4. LMEM(M)(SM) - 169. 6. POMEM(L)(SM) - 103, NII; LMEM(L)(SM) — Int (22.5.85), NII, POWEM(O)(SM) — Dry, 3; LWEM(O)(SM) - Int (2.4.85), 3; POWEM(RXSM) - Dry. 2. LWEM(R)(SM) - Int (2.12.85), Nil. POWTR - Int (30.7.85), 8; LWTR - Dry. 8. POSA - Int (24.5.85), 6; LSA - 204, 8. POCA - Dry, 1; LCK(CA) - 315, Nil; POCK - Int (18.2.86), 12; LCK(C) - 185, 13. POSTD - 368, 3; LSTD - Int (18.6.85), 8: POMA - 527, Nil; LMA -

POAEM(M) - 237, 6; LAEM(M) - 384. 9: POAEM(WL) - Int (24.7.86), 1; LAEM(WL) - 374, 1; POAEM(R) - Dry. 1: LAEM(R) - 145, 4; POA(AH) - 152, 3: LA(AH) - 284, 4; POA(SE) - 344, 2; LA(SE) - Int (30.8.85) 3: POA(PHOT) -811. NII. POA(MET) - 822. 1; LA(MET) — Dry, Nil; POACMN — 394, 3.

POWREN CK - 360, NII; LWREN CK(C) — 212, 2; POWREN DHYG — 284. Nil; POWREN DSA - Int (13.3.85) Nil; LWREN DSA - 134; NII; POWREN(RADAR) - 520, NII; LWREN(RADAR) - 446, Nil; POWREN REG - 490, Nil; POWREN RS - 222, 1; LWREN RO - 252, 4; POWREN SA -

Int (1.5.85), 1; LWREN SA - 126, 2.

POWREN STD - 451, Nil; LWREN STD - 486, Nil; LWREN TEL - 528, Nil; POWREN ETS - 553, NII; LWREN ETS — 350. 2: POWREN WTR G — 286, 2; LWREN WTR G - Int (18.2.86) 9; POWREN WTR P - 225, Nil; LWREN WTR P -- Int (20.6.85), 3; LWREN WTR S — Dry. Nil; POWREN AEM(M) — 432, Nil; LWREN AEM(M) - 518, Nil; POWREN AEM(R) - Dry. Nil; LWREN AEM(R) -310. NII: POWREN AEM(WL) - 183, NII: LWREN AEM(WL) - 219, 3; POWREN PT - 660, Nil; POWREN WA - Int (27.5.86), Nil; LWREN WA — Int (6.3.85), POWREN MET - 767, Nil: LWREN MET — 425, 1; POWREN PHOT — 625. Nil: LWREN PHOT — Int (5.2.85), Nil; PORGN — Int (4.11.86), Nil; POEN(G) — 309. Nil; LEN(G) — Int (18.2.86), 3.

Since the formation of the ETS branch the roster for POWREN ETS has been run in strict Basic Date order, and any merit points awarded to former LWREN ED/TSAs have been cancelled. The roster for POWREN ETS has been closely monitoroed since the amaigamation and it is now considered the time is right to reinstate former merit points to those ex-LWREN ED / TSAs with a basic date prior to September 1 1984. Therefore, the roster for POWREN ETS is now operating as a "Normal" roster, as defined in BR 1066 Article 0321.2.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA - 472, Nil; POWREN MT — 888, Nil; LWREN MT — 605, Nil; POWREN TEL - 577, Nil.

-NEW CINCFLEET-

THE NEXT Commanderin-Chief Fleet is to be Vice-Admiral Sir Julian Oswald, who is to be promoted admiral to take up the appointment at the end of May. He also becomes Allied Commander -in -Chief Channel and Commander-in-Chief Eastern Atlantic Area.

Vice-Admiral Oswald, who is at present Flag Officer Third Flotilla and Commander Anti-Submarine Warfare Striking Force, succeeds Admiral Sir Nicholas Hunt, who is to retire.

As a lieutenant he specialised in gunnery and his commands have included HM ships Yarnton, Bacchante and Newcastle. Among other ships in which he served was the Navy's last battleship HMS Vanguard.

Shore appointments have included Captain in charge of the RN Presentation Team and Captain of BRNC Dartmouth.

His appointments in MOD have included Assistant Chief

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Only postcards of ships listed here are

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Active, Adamant, Agincourt, Aisne, Ajax,

Alacrity, Alamein, Albion (1956, 1971),

Alderney, Amazon (1975, 1985), Ambus-

cade, Andrew, Andromeda (1971, 1981),

Anglesey, Antelope, Antrim, Apollo (fast

minelayer), Apollo (frigate 1972, 1975,

1985), Ardent, Arethusa (1970, 1977),

Argonaut (1972, 1980), Ariadne (1973,

1985), Ark Royal (strike carrier 1956, 1970),

Ark Royal (1986), Armada, Arrow, Ashanti

(1972, 1975), Auriga, Aurora (1971, 1985),

Beaver, Belfast, Bermuda, Berry Head,

Berwick (1962, 1983), Bildeston, Birmingham

(1977, 1982), Blackpool, Blackwood, Blake

(1961, 1969), Blue Rover, Boxer, Brave

Borderer, Brave, Brazen, Brecon, Brighton

(1967, 1972), Brilliant, Bristol (1973, 1986),

Britannia (1958, 1974), Broadsword (des-

troyer 1962), Broadsword (frigate 1979),

Brocklesby, Bronington, Bulldog, Bulwark

Caprice, Cardiff, Carron (destroyer 1960),

Carron (minesweeper 1985), Carysfort,

Cattistock, Cavalier, Centaur, Challenger,

Charybdis (1971, 1983), Chevron, Chiches-

(1970, 1977), Conqueror, Corunna (pre-mod,

mod), Cottesmore, Courageous, Coventry,

Dainty, Dampier, Danae, Daring,

Dartington, Defender, Defiance, Devonshire

(1964, 1974), Diamond, Diana, Dido (1965,

1979), Diomede, Dreadnought, Duchess,

ter (pre-mod, mod), Churchill, Cleopatra

Cachalot, Cambrian, Camperdown,

Bacchante, Barrosa, Battleaxe, Beagle,

receipt of postal order or cheque for £6.

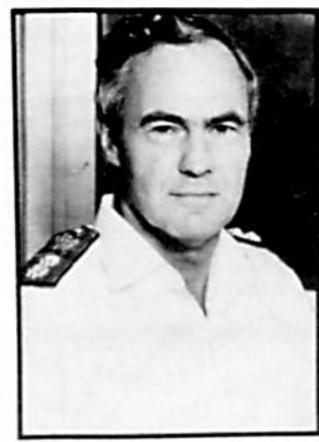
available.

Avenger.

(1955, 1979).

Cumberland, Cygnet.

Dumbarton Castle, Dundas.



Vice-Admiral Sir Julian Oswald

of Defence Staff (Programmes) and Assistant Chief of Defence Staff (Policy and Nuclear).

He took up his present appointment as Flag Officer Third Flotilla and Commander Anti-Submarine Warfare Striking Force in September,

Succeeding him in these

Eagle (1956, 1965), Eastbourne, Echo,

Falkland Islands Patrol Vessels (HM Ships

Sentinel, Guardian, Protector on one card),

Falmouth, Fawn, Fearless (1967, 1982), Fife

(1967, 1982), Finwhale, First Fast Training

Boat Squadron - Cuttass, Sabre, Scimitar

Edinburgh, Egeria, Endurance (1969, 1977),

Engadine, Eskimo, Euryalus (1976, 1986),

Excalibur, Exeter, Explorer, Exmouth.

appointments in April will be Capt. H. M. White, who is to be promoted rear-admiral. His commands have included HM submarine Oracle and HM ships Salisbury, Avenger and Bristol.

Promoted rear-admiral in der Europe.

Another promotion to flag War and was awarded the

The present Flag Officer Sea Training, Rear-Admiral B. N. Wilson, becomes Assistant Chief of Defence Staff (Programmes) in June.

Other appointments recently announced include: Capt. J. T. Sanders. Dryad May 5 and as Director Maritime Tactical

Capt. A. Ryle. Cochrane in command

and as Flag Capt. to FOSNI and Area Co-ordinator NPFS. March 17. Cdr. T. L. M. Sunter, Endurance in command. February 27 (acting rank of captain before promotion from June 30)

Cdr. P. J. Walker. Trafalgar July 7 and in command. Cdr. W. R. Pym. Churchill August 25 and in command. Cdr. D. R. Cust. For Trenchant

(building) as senior officer July 28 and in command for trials and service. Cdr. R. de F. Browne. Hecla in

command. August 25. Cdr. J. P. Cardale. Euryalus June 30 and in command. Cdr. P. G. Gregson. Commanding

officer HMS St Vincent September 1 and NLO London. Cdr. A. J. M. Hogg. Diomede in command. August 22.

Cdr. P. H. Jeffery. Arethusa June 22 and in command. Lieut-Cdr. R. A. Marshall, Peacock June 22 and in command.

Lieut-Cdr. R. G. Davidson. Guernsey

April 6 in command.

H. Gwynn (Daedalus).

SUBMARINE SERVICE To CPO(OPS)(S)(SM) - K. M. Arkle (SM3), S. M. Lowden (JAAC Teddington);, D. Cousins (Nelson), W. Imlach (Churchill), V. H. Gasson (Swiftsure). To CPO(OPS)(TS)(SM) - A. R. Hall

To CWEM(R)(SM) - S. J. Bull (Dolphin).

MARINE ENGINEERING

To CMEM(M) - E. Dodd (Atherstone), T. L. Smith (Mercury), R. J. Mullock (Battleaxe).

SUPPLY AND SECRETARIAT

To CPOWTR - K. Redshaw (FO Plymouth), T. Dixon (Cornwall). To CPOSA — S. B. Porter (Neptune), D. J. Reed (Arrow), N. S. Eastmead (Heron). To CPOCK - T. S. Rothwell (Raleigh), F. J. Dinsdale (FO Plymouth), L. A. Horsman (Bristol), J. S. Taylor (Sultan), C.M. Livingstone (AFSOUTH), N. R. Thompson (Haslar), A. R. Taggart (Warrior), G. D. Doe (Drake), G. R. Mazzoni (Brazen).

To CPOCA — I. R. Mathews (Diomede).

FLEET AIR ARM

To CAEM(M) - J. Barnett (Heron), K. Morgan (Heron), A. B. Noonan (819 NAS). To CAEM(R) — C. R. Broadwith (815 Fit

To CPOA(AH) - D. Irvine (Daedalus), G. P. Stanton (Daedalus), D. J. Peplow (Os-

To CPOA(PHOT) - R. C. Thompson (Dolphin), D. J. Corrick (SM2), C. R. Watmore (CINCIBERLANT).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in January for the following ratings to be promoted to acting charge chief artificer: To ACCMEA(M) — R. Young (Portsmouth NB), L. A. Simpson (Sultan), L. Bilton (Sultan), D. G. L. Carr (Sultan). To ACCMEA(ML) - T. D. Skillicorn

(Amazon). To ACCWEA(AD and CEW) - B. P. Bavin (Portsmouth NB), B. Dickerson (Collingwood), P. Mannion (Portsmouth NB), F. J. Linkins (SCU Leydene).

To ACCWEA(AD) - B. O. McMillan (Defiance). To ACCWEA(OC) G. A. Nicholls (Portsmouth NB), G. Benner (Defiance). To ACCWEA(WD) — M. A. Hewitt (Col-

lingwood), K. M. Hunt (Defiance), D. J. Ashton (Ark Royal). To ACCWEA(WDO)(SM) - G. W. Robertson (Resolution).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in November

CPOMEA - F. A. Anderson (Sultan), S. P. J. Avis (Portsmouth NB), K. A. C. Bartlam (Illustrious), A. P. Dadson (Glasgow), A. M. James (Cochrane), C. A. Kilcullen (Sovereign), P.J. Woods (Juno), D. C. Kingston (Swiftsure).

ACPOMEA — B. R. Craker (Turbulent), R. F. Dubras (Renown Port), J. Hobson (Dolphin), R. P. Kernaghan (Neptune), M. F. McPeake (Sultan), S. H. Potts (Neptune), P.

J. White (Galatea). CPOMEA(L) - G. A. Sharman (Argonaut).

CPOAEA(M) - S. P. Richards (Heron) ACPOAEA(R) - C. Whitley (Ark Royal) CPOWEA - S. J. Bedelle (Scylla), P. A.

Boycott (Revenge Port), S. Churlish (SCU Leydene), M. G. Croot (Boxer), M. Duffin (Atherstone), N. R. Dymond (York), D. Firth (Brave), C. P. R. Fox (Collingwood), A. J. Harris (Brave), T. A. Henson -Webb (York), P. Hollinshead (CINCNAVHOME), A. M. King (SCU Leydene), B. I. M. Pitchforth (Amazon), R. Ridgeway (Repulse Stbd), A. S. Rippon (Cambridge), D. Walker (FOSNI) ACPOWEA -G. Davies (York), G. R. Dyer (Diomede), R. J. Hoppe (Fife), C. J. Keeton (Revenge Port), M. H. Monk (Revenge Port), D. A. Roissetter (Courageous).

FIRST CLASS TECHNICIAN

HMS Centurion has been notifed of the following promotions to first class technician which were made by commanding officers in November ACT1 - I. E. Grantham (Brave), R. G.

Rhodes (SCU Leydene).

MTI - T. W. Aldwinckle, (RNH Plymouth), B. R. Richards (CINCFLEET).

WARRANT officers selected for promotion to

(SD)(E)(WE): C. J. Knight and P. C. Marriott. To temporary acting sub-lieutenant

billet, or Plymouth based refitting CAAIS

APPOINTMENTS

February was Capt. J. L. Weatherall, until recently commanding officer of HMS Ark Royal, who has become Deputy Assistant Chief of Staff (Operations) on the staff of Supreme Allied Comman-

rank is that of Commodore J. F. Coward, who becomes Flag Officer Sea Training in June in the rank of rear-admiral. Commodore Coward, who has been serving in MOD on the Operational Requirements (Sea) staff, commanded HMS Brilliant during the Falklands DSO.

(1966, 1974), Redpole, Relentless, Reliant, Renown, Repulse, Resolution (1969, 1985), Revenge, Reward, Rhyl, Roebuck, Rorqual.

St David, Salisbury (pre-mod, mod), Scar-Geraint, Sirius (1968, 1978, 1983), Sir Lancelot, Sir Tristram, Soberton, Southampton, Sovereign, Spartan, Speedy, Spey, Splendid, Starling, Striker, Stromness, Stubbington, Superb, Swiftsure. Taciturn, Talent, Tartar (1964, 1974, 1982), Tenacity, Tenby, Tidepool, Tidesurge,

Theseus, Tiger (1959, 1973), Token, Torbay, Torquay (1960, 1976), Trafalgar, Triumph, Trowbridge, Trump, Turbulent, Tyne. Ulster, Undaunted, Undine, Ursa.

Valiant, Vanguard, Victorious, Vidal, Vigo,

Wakeful (frigate), Wakeful (submarine tender), Walrus (early and 1972), Warrior, Warspite (1969, 1982), Whitby, Wilton, Woolaston. Yarmouth, York.

SWOP DRAFTS

ROI(G) J. Conway, FOF3 MSO, drafted to FSU 02 small ships support unit, Rosyth. Will swop for any ship refitting until mid-August Portsmouth preferred, Devonport con-

RO1(T) A. G. Maxwell, 3D Mess, HMS Glasgow, ship deploying March until July, refitting October. Will swop for any Rosythbased ship not deploying or any Scottish shore base.

AB(M) Warren, HMS Cambridge, Plymouth, ext: 468. Drafted HMS Cuxton in June, will consider any Plymouth based ship. CK(C) Ballan, Main galley, HMS Warrior, drafted HMS Blackwater in June. Will swop for any Devonport ship preferably not deploying.

ABR(R) Webster, (CAAIS NAV YEO train) Jupiter Point, HMS Raleigh, ext. 206. Drafted HMS Sirius in May. Will swop for any type 21/22 deploying or not. A/LWEM (O) K. Cocker, Unit 2, North

Corner Group, Portsmouth, Drafted to HMS Liverpool in July, Rosyth-based ship. Will swop for any Portsmouth-based ship. SA I. R. Dormer, Stores office HMS Nelson, ext: 22786. Will swop for any

WEM(R)1 Kirven, 3P Mess, HMS Nottingham (Portsmouth). Will swop for any Rosyth shore base or ship not deploying. Will consider Rosyth-based ship deploying.

Plymouth shore base.

CK R. A. Piggott, 2 Delta Mess, HMS Ambuscade, returning from deployment in March. Will swop for any Portsmouth ship or shore base. Tel: 0705-756537, or contact

CK Burns, 3F Mess, HMS Liverpool, drafted to HMS Cochrane in June. Will swop for HMS Nelson or any deploying Type 22

RS Cook, COMMCEN, Fort Southwick, ext. 322. Drafted HMS Endurance in June. Will swop for any CVS, Type 42 or 22. AB(R) Harris, (CAAIS), Guardroom, FO

Will swop for any Type 22. AB(S) Coward (184 trained), HMS Bulldog. Devonport-based deploying around Britain. Will consider any seagoing ship, especially HMS Illustrious.

Plymouth. Drafted HMS Argonaut in July.

RO1(G) O'Connor COMMS Mess, HMS Apollo. Will swop for any ship not deploying. Wren (R) Richardson, SM3 HMS Neptune, Fasiane. Will swop for any Portsmouth billet as soon as possible.

POCK R. Stewart, HMS Cleopatra. Will swop for any Portsmouth-based ship. A/LCK LeBer, 3R FWD, HMS Bristol, Will swop for any Type 42 or smaller preferably Portsmouth or shore establishment, galley or

AB(M) Plain, Main Gate, HMS Cochrane Annexe, Rosyth, Fife. Drafted NP2010 June to October, will swop for anything in Rosyth

Argonaut drafted HMS Neptune June for 18 months in CMEM (M) billet. Anything considered apart from Scotland. CPO(OPS) Goddard, HMS Brazen deploying July. Will swop for any Devonport ship not deploying or Devonport shore base.

POMEM(M) Crothers, PO Mess, HMS

CK Miller, 2 Sgts Mess, HMS Gloucester wants any Plymouth based ship preferably not deploying, but all drafts considered.

STD Marshall, 2Q Port Mess, HMS

until August 87 will swop for any Rosyth based ship remaining in UK waters or any WEM(O) Mays, 102 Mess, JRs block, HMS

LMEM(L) S. Lovett, Portsmouth North Corner Group, drafted as POMEM(L) to HMS Orkney (Rosyth) in June. Will swop for any Portsmouth or Plymouth ship.

Portsmouth Dockyard drafted to Achilles May 87, deploying September. Will swop for Plymouth based Leanders deploying or

any Plymouth shore base or RNAS Yeavilton. WRO Williams, RA's Box, HMS Rooke,

RO1(G) Wright, 3HS Mess, HMS Brilliant, deploying till April, followed by long refit Devonport, Will consider any Scottish-based

Devonport for RPI from June 87 until April

Challenger, Portsmouth-based, on three year draft. Will swop for any Rosyth-based ship. AB(EW) Holmyard, 3D Mess, HMS Amazon, UAA1/UA8/9. Deploying April to Med. Will swop for any Portsmouth-based ship not

Naiad, drafted CMFF JS (Cochrane), June 16, will consider anything.

Faraday Block, HMS Sultan, drafted HMS Fearless on completion of LRQC July 6 for Portsmouth gas ship.

Drafted to HMS Apollo April, will swop, any draft considered. AB(S) S. Blank, HMS Victory, HM Naval

April 21 on two-year-draft. Herald in refit from April to August, deploying October '87-April '88. Devonport-based. Will swop for any RO1 (T) Coyle, 3 Lima Mess, HMS Hermione. Will swop for Portsmouth or Plymouth-based ship, but will consider any-

thing. Would prefer assault ship. CY S.P. Martin, POs Mess, HMS Argonaut. Drafted FOSNI in May. Will swop for anything in London area, preferably Northwood/345.

LS (R) T. Lynch, 3 Hotel Aft Mess, HMS

SD LIST

temporary acting sub-lieutenant (SD) have been named as follows: To temporary acting sub-lieutenant

(SD)(E)(WESM): A. D. Holland, R. W. Benham and A. Walker. To temporary acting sub-lieutenant

(SD)(E)(MESM): M. J. Allinson.

To temporary acting sub-lieutenant (SD)(S)(W): A. J. Walker.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected - but only if they have been stamped.

Carol (26), 5ft. 2in. Walsall, W. Midlands. Tina (22), 5ft. 6in. Uckfield, E. Sussex. Shirley (36), Teignmouth, Devon. Jackle (20), Sheffield. Petra (22), 5ft. 4in. Guildford, Surrey. Claire (20), 5ft. 5in. Plymouth. Angle (24), 5ft. 3in. Leicester. Helen (15), 5ft. 7in. Manchester. VIvienne (20), 5ft. 6in. Leicester. Pamela (39), 5ft. 6in. Birmingham.

Julle (38), Paignton, Devon. June (16), Chepstow, Gwent Angela (22), Gosport, Hants. Jane (19), Feltham, Mddx. Jacqueline (28), 5ft. 2in. Bristol. Samantha (18), 5ft. 2in. Ewell, Surrey. Maria (19), 5ft. 6in. Bracknell, Berks. Debra (23), 5ft. 5in. Folkestone, Kent. Jane (30), 5ft. 3in. Birmingham. Beverley (15), 5ft. 4in. Denby, Derbyshire.

Georgia (30), 5ft. 4in. Grimsby. Humberside. Patricla (39), Erskine, Renfrewshire. Katle (18), Putney, London. Elizabeth (16), Hanwell, London, Patricia (50), 5ft. 6in. Portsmouth, Llz (15), 5ft. 3in. Swindon, Wilts. Kay (21), Putney, London. Kristina (39), Peterborough, Martine (16), 5ft. 2in. Swindon, Wilts. Julia (24),

Karen (18), 5ft. 3in. Portsmouth. Pauline (20), 5ft. 4in. Salisbury, Wilts. Kym (26), 5ft. 6in. Coulsdon, Surrey. Lisa (16), 5ft. 4in. Portsmouth. Gloria (30), 5ft. 4in. Ryton, Tyne & Wear. Barbara (22), 5ft. 6in. Enfield. Mddx. Sally (24), likeston, Derby. Anne-Marie (16), Hanwell, London. Jill (40), 5ft. 2in. Eastleigh, Hants. Sharon (19), 5ft. 4in.

Sidcup, Kent. Elaine (24), 5ft. 2in. Bristol. Linda (32), Bristol. Sandy (25), Oxford. Marile (41), 5ft. 6in. Liverpool. Tracey (20), Basingstoke, Hants. Ann (28), 5ft. 2in. Atherstone, Warks. Allson (18), Eastbourne, Sussex. Judith (20), Sheffield. Jane (18), 5ft. 5in. Reading. Berks. Sharon (18), Ebbw Vale, Gwent.

Barbara (33), Huddersfield, Yorks, Tracey (22), 5ft. 4in. Bristol. Miss J. (21), 5ft. 6in. Birmingham. Caroline (21), Harrow, Mddx. Janet (23), 5ft. 4in. Tooting, London. Nicola (21), Sutton Coldfield. Donna (15), 5ft. 5in. Heysham, Lancs. Stephanle (18), 5ft. 4in. Birmingham. Nicky (19), Oxford. Nancy (33), 5ft. 8in. Watford, Herts.

Diane (22), Rhyl, Clwyd. Lisa (17), Smethwick, W. Midlands. Sue (27), 5ft. 4in. Stourbridge, W. Midlands. Lisa (22), Nottingham. Lyn (37), 5ft. 2in. Portsmouth. Trish (32), 5ft. 6in. Canterbury, Kent. Karenann (17), 5ft. 3in. Portsmouth, Linda (28), 5ft. 4in. Bradford. Karen (27), Burtonon-Trent. Joyce (32), Bradford.

Helen (17), Warley, W. Midlands. Soraya (17), Tooting, London, Sandra (27), 5ft. 4in. Solihull. Caroline (22), 5ft. 7in. Shirley, W. Midlands. Mary (21), Barnsley, Yorks. Mandy (18), 5ft. 4in. Sheffield. Janet (40), Leicester. GIII (19), 5ft. 6in. Derby. Kathryn (24), Hull. Anne (21), 5ft. 4in. Barnstaple, N.

Carol (28), Sittingbourne, Kent. Kath (20), 5ft. 8in. Preston, Lancs. Julie (18), Watford, Herts. Debble (24), Woolwich, London, Mary (28), Hillingdon, Mddx. Rose (22), Manchester. Klm (26), 5ft. 4in. Long Eaton, Notts. Dlanne (38), 5ft. 5in. Plymouth. Gall (30), 5ft. 2in. Greasby, Wirral. Helen (18), 5ft. 6in.

Allson (24), 5ft. 8in. Looe, Cornwall. Lisa (20), 5ft. 5in. Burton-on-Trent. Stephany (28), Feltham, Mddx. Sharon (17), 5ft. 6in. Huddersfield, Yorks. Valerie (35), 5ft. 2in. Kensington, London, Elrwen (16), Wrexham, Clwyd. Helen (20), South Stanley, Co. Durham. Lisa (18), 5ft. 2in. Brighton, Sussex. Anita (21), 5ft. 6in. Hove, Sussex. Jean (46), Pontefract, Yorks.

Jane (19), 5ft. 5in. Wallingford, Oxon.

on one postcard, Fort Austin, Fort Grange, Galatea (1968, 1984), Gambia, Girdleness, Glamorgan, (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer

1980), Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982). Hampshire (1963, 1974), Hardy, Hartland Point, Hecate (1967, 1976), Hecia, Herald, Hermes (1960, 1973, 1981), Hermione (1970, 1984), Hong Kong Squadron Patrol Craft - Wolverton, Beachampton, Wasperton, Yarnton, Monkton on one post-

card, Hubberston, Hydra. Illustrious, Intrepid (1968, 1979) Invincible. Jaguar, Jersey, Juno (1970, 1986), Jupiter (1969, 1979), Jutland.

Kent (1964, 1975), Kenya, Keppel, Kingfisher, Kirkliston. Layburn, Leander (pre-mod, mod), Ledbury, Leeds Castle, Leopard (1961, 1968), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool (cruiser), Liverpool (destroyer), Llandaff, Loch Fada, Loch Killisport, Loch Lomond. Lofoten, London (1964, 1980), Londonderry

(1968, 1980), Lowestoft (1964, 1982), Lyness, Lynx (1957, 1965). Maidstone, Manchester, Manxman, Matapan, Maxton, Mermaid, Middleton, Minerva (1968, 1979), Mohawk, Mounts Bay,

Murray. Naiad, Newcastle (cruiser), Newcastle (destroyer), Newfoundland, Norfolk, Notting-

ham, Nubian.

Yorks.

Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus (early and 1984), Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orkney, Orpheus, Osiris, Otter, Otus (early and 1975).

Auhod (25), Baghdad, Iraq. Susan (25), Hebburn, Tyne & Wear, Mary (16), Hounslow, Mddx. Sue (35), 5ft. 3in. Gosport, Hants. Nicola (23), 5ft. 4in. Wallingford, Oxford. Pauline (19), Lincoln. Amanda (16), 5ft. 5in. Wrexham, Clywd. Karen (16),

Hounslow, Middx. Amanda (18), Tarbolton, Joanne (15), Hull. Pauline (38), 5ft. Bin. Liverpool. Julie (17), Wrexham, Clywd. Wendy (17), 5ft. 5in. Swindon, Wilts. Sandra (36), 5ft. 4in. Southampton. Julie (16), 5ft. 4in. Portsmouth. Janice (22), 5ft. 5in. Liss. Hants. Joan (40) Southampton. Amanda (23), Rugby, Warks. Pauline (39), 5ft. 4in.

Blackpool, Lancs. Beki (18), Newport, Shropshire, Linda (21), Enfield, Mddx. Karen (21), 5ft. 4in. Dunfermline, Fife. Tina (19), 5ft. 4in. Hounslow, Mddx. Vera (47), 5ft. 4in. Harrow, Mddx. Wendy (18), Enfield, Mddx. Elleen (46), Burton-on-Trent. Pauline (17). Chiswick, London. Dee (23), 5ft. 4in. Holloway, London. Michelle (17), Harrogate,

Mrs. J. (30), 5ft. 3in. Newcastle-on-Tyne. Allison (21), Newcastle. Joanne (18), 5ft. 8in. Newcastle-on-Tyne. VIvlenne (33), 5ft. 5in. York. Sue (17), Hayes, Mddx. Joanne (19), 5ft. 6in. Epping, Essex. Pam (36), 5ft. 8in. Gloucester. Kay (15), 5ft. 2in. Sheffield. Freda (48), Lowestoft, Suffolk. Susan (17), Sheffield. Wanda (23), Chor-

ley, Lancs. Tracy (19), Hounslow, Mddx.

Hayley (16), Newark, Notts. Corinna (15),

Sidcup, Kent. Michelle (17), Coventry. Jane

(19), Hampstead, London, Denise (19), 5ft.

6in. Newcastle-upon-Tyne. Christine (39), Portsmouth. Helen (41), 5ft. 2in. Sheffield. Diane (22), Northampton, Samantha (21), Walthamstow, London, Dlane (21), Leeds, Yorks. Elizabeth (20), Leeds, Yorks. Wendy (26), Cranleigh, Surrey. Janet (33), Wakefield, Yorks. Tara (18), Stroud, Glos. Joanne (17), 5ft. 3in. St. Austell, Cornwall. Michelle (16); 5ft. 7in. lvybridge, Devon. Kathryn

(20), St. Annes-on-Sea, Lancs.

1982), Pollington, Porpoise (1959, 1979), Protector, Puma. Raleigh Inshore Squadron (Manly, Mentor, Milbrook on one postcard), Rapid, Reclaim

Palliser, Peacock, Penelope (1971, 1982).

Phoebe (pre-mod, mod), Plymouth (1963,

Rothesay (1970, 1981), Russell. borough, Sceptre, Scorpion, Scylla (1962, 1984), Sealion (1962, 1984), Sheffield (destroyer), Shetland, Shoulton, Sidlesham, Sir

Zest, Zulu (1966, 1982).

Glasgow deploying West Indies March 87 shore establishment in Scotland.

Cochrane, Rosyth, drafted to HMS Sheraton (Rosyth) March 3 1987. Wants to swop for any Devonport based ship. LSTD Alderson, 3 Romeo Mess, HMS Brilliant. Ship due major refit June 87-June 88 at Devonport. Will swop for any Rosyth

AB (M) Boswell, FOSNI Staff, Rosyth extension Pit, 203 drafted to HMS Chiddingfold as gunners yeo end of March. Will swop for any frigate or destroyer Rosyth

WEM(R) Edwards, HMS Galatea,

LSA Griffiths, 3EA Mess, HMS Arethusa drafted RNAS Culdrose May. Will swop for

drafted to Commoen Whitehall late May early June. Any draft considered, preferably south of England.

ship, preferably small. RO1(G) S. R. A. Bennett, 3H Stbd Mess, HMS Brilliant, BFPO Ships, alongside

88. Will consider anything, anywhere. LSTD F. A. Cooper, 4 Mess, HMS

WTR C. Hughes, Ship's Office, HMS MEM(M)I Sherlock, LRQC Reg Office.

one year in refit. Will swop for any SA Allen, HMS Gannet, extension 251.

Base, Portsmouth. Drafted to HMS Herald Devonport-based ship not deploying 87-88.

Brave. Will swop for any Plymouth shore

Don't believe the rumours!

I HAVE heard recently several disconcerting rumours pertaining to pay and allowances. They are as follows:

1: Separation pay. It is said that this is to be done away with in preference for an allowance called "Seagoers' Pay," payable to all and sundry.

This will work on a three-year sea draft set-up. In the first year you would get nothing extra for being at sea, then during the second year part of the allowance is paid. It is not until the third year of a sea draft that the full amount is payable.

How many people actually do three years sea time? How will refits or maintenance periods affect the allowance and also leave, i.e. the 30-day qualifying period for separation pay?

2: Kit upkeep allowance. This is also to be phased out, it is rumoured, in favour of a scheme where a rating goes to Slops and signs for replacement kit. The cost of this would be borne by the rating, albeit coming directly out of the rating's pay account.

3: Travel expenses. These are to be stopped!

These rumours horrify me, and I wonder if we can know something about them. -LMEM. Gosport.

"Don't believe ill-founded rumours" is the official reply to this one. To correct any misapprehensions, Navy News was told, the current situation for the pay and allowances mentioned by our correspondent is as follows:

Productivity

Separation Pay and "Seagoers' Pay": Since the 1981 Defence Review it is widely acknowledged that greater demands have been made on the Navy both in terms of increased productivity and in the transfer of manpower from shore to sea.

To compensate for these



changes, several improvements and adjustments to Service conditions have been studied. One of these comprises a package designed specifically to recompense those now spending longer at sea.

It is too early to give details of how this form of pay might be applied but the proposals are designed so as not to disadvantage seagoers in receipt of Separation Allowance and at the same time to introduce improvements for the single man.

It is emphasised that these proposals have a long way to go before gaining approval. In the meantime, pay no attention to rumours as they are invariably wrong.

Kit Upkeep Allowance: KUA has recently been studied. There is no intention of having

a one-for-one exchange system as operated by the Army.

However, KUA is part of the universal MOD-Treasury review of all allowances which may result in adjustments to the rate of KUA.

Travel Expenses: Travel budgets do limit the amount of duty travel but where journeys and detached duty are authorised the allowances remain in full and there is no change.

Olga, Kent's beautiful spy

THE SMILES cartoon (December) took me back over 40 years to when HMS Kent was given the job of bringing back a reindeer from Russia as

a present to the Commanderin-Chief Home Fleet.

Poor Olga (the beautiful spy), as she was christened by the ship's company, had a rough time of it, because the whole trip was in atrocious weather conditions, and the Kent was not noted for stability.

I wonder if there are any of those who volunteered (?) to keep her fed, watered and safe who will remember how their cushy number turned into something of a nightmare.

Due to their efforts, Olga was delivered safely and intact, even if very unhappy, and to the best of my knowledge spent the rest of her life being pampered in Edinburgh Zoo. — W. E. Armstrong, (POM HMS Kent 1941-45), Old Basing, Hants.

Albrighton's naval link

REFERENCE the feature about the JSOP (December), the Shropshire village of Albrighton may be tucked away almost as far from the sea as you can get in the British Isles, but it is no stranger to the Navy.

In 1942 was commissioned the Hunt class destroyer HMS Albrighton, named of course after the hunt of that name.

To this day, those of us who served in the ship still enjoy cordial relations with both the hunt and the village.

As well as the recent presentation of a scale model of the Albrighton, a replica of the ship's bell hangs in the council's meeting place. - Douglas Clare (secretary, 1st Destroyer Flotilla (1942-45) Association), Newent, Glos.

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A photograph from the album found in a derelict house in London. Do YOU recognise anyone?

Royal album turns up in a basement

RARE copies of two royal letters from the Kings of Norway and Britain have turned up in a Second World War photo album abandoned in the basement of a derelict house in London.

The album was uncovered by a builder, demolishing the house, who gave it to his brother-in-law, HMS Nelson joiner Dennis Cade.

Convinced the album would be valued by its owner, or his family, Mr Cade asked Navy News to help.

The pictures and rare letters, including two awarding the DSM and Bar, belong to AB Frederick Wilkinson.

Mr Wilkinson, who left the Navy at the end of the war, was serving in HMS Glasgow in 1940 when she was involved in rescuing the crew of HMS Imogen.

COMMENDED

Along with other sailors in the Glasgow AB Wilkinson was commended for his action by Admiral of the Fleet Sir Charles Forbes.

The album also contains a copy of a letter from the King of Norway, dated May 1, 1940, in which he thanks the captain, officers and men of Glasgow for rescuing him, the Crown Prince, their government and gold from the mainland.

Later in the album are two letters awarding the DSM, in June 1945 while F. Wilkinson was serving in HMS Calder, and the Bar three months later.

Another treasure is a letter to AB Wilkinson from King George VI congratulating him on the award.

Navy News has so far been

unable to track down Mr Wilkinson or a member of his family and Mr Cade is now anxious to hear from anyone who can help find the long lost sailor. Ring him on Havant 472159.

Vancouver memorial to sailors

A striking memorial has been erected by Vancouver Naval Veterans' Association, dedicated to Canada's sailors and to British Columbia maritime

It incorporates the widest sundial in the world, and includes a compass rose with four granite blocks marking the points of the compass.

One of the services held there was in tribute to the Canadians who lost their lives in the Battle of the Atlantic.

Dolphin salute

A 21-GUN salute was fired from HMS Dolphin to mark the anniversary of the Queen's accession to the throne on February 6.

Lieut. John Millington took the salute as the firing took place from the 3 lb Hotchkiss guns on the south casements of Fort Blockhouse. the account of the control of the second of

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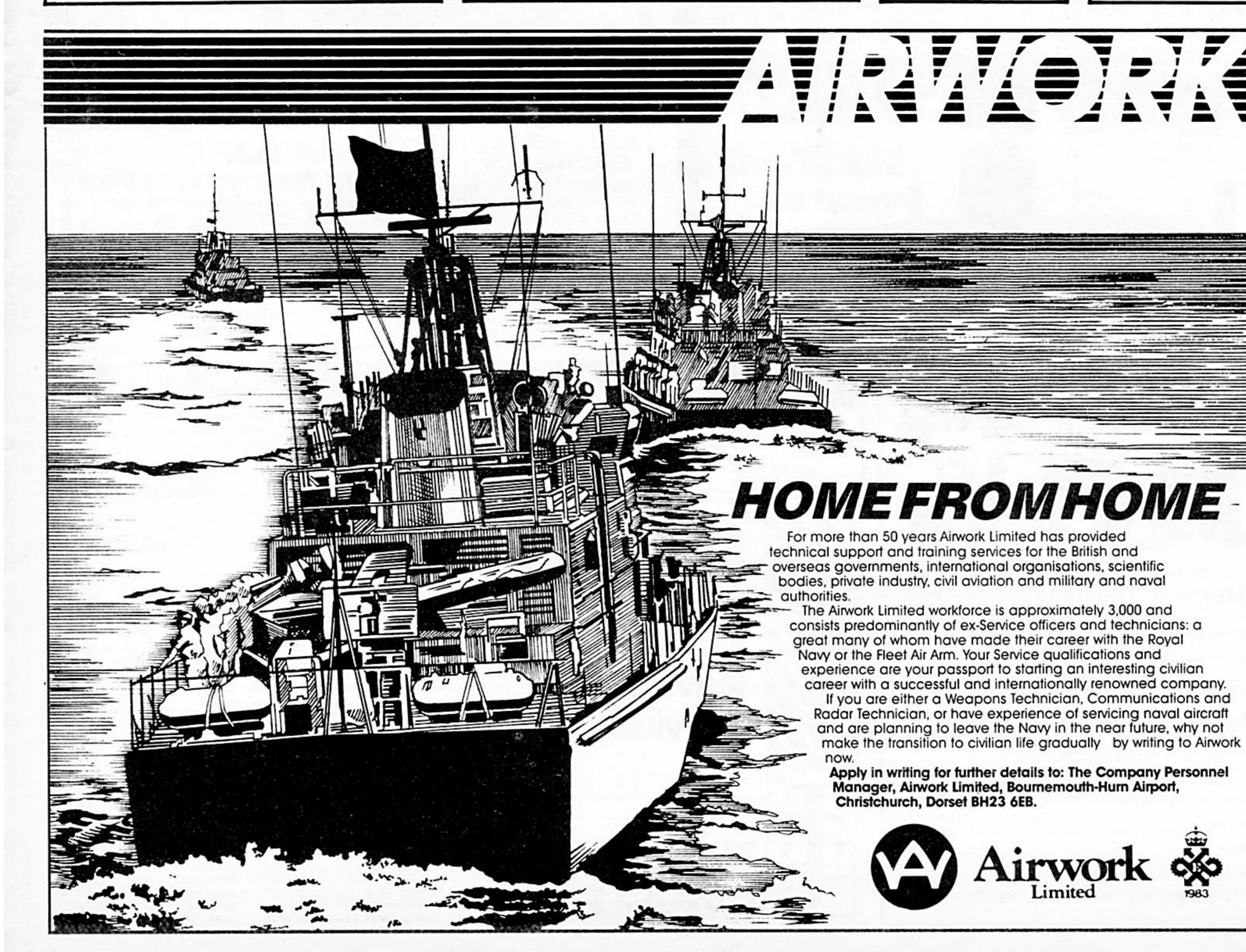
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Essential requirements are a thorough knowledge of marine mechanical, electrical or weapon systems, preferably submarine related. Experience of computer-related record systems would be useful.

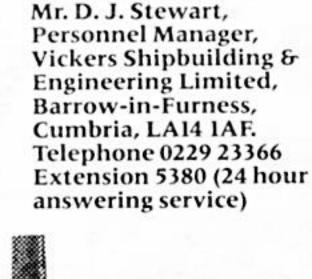
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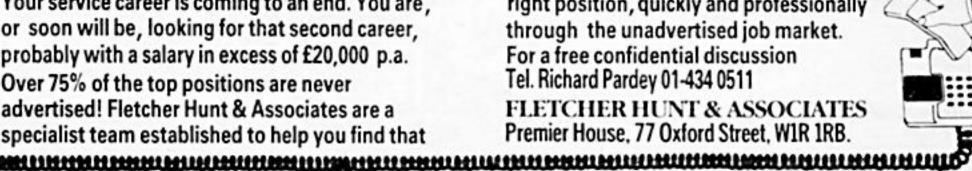
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So nearly a win — but

IN TWO consecutive weeks the senior men's volleyball team found themselves up against the only undefeated teams in

final set.

The following weekend the Aquila.

With the annual exodus of the the Stroud leisure centre.

Despite this the team had a comfortable 3-0 win against Amesbury and debut players PO Mark Burnfield and Mne. Ron Clunas made useful contributions.

WRNS matches

The WRNS team was also depleted for the match against Colchester and Chelmsford,. They got off to a good start against Chelmsford going two sets up, but eventually lost 3—2. Colchester put up a good defence but the Wrens had a resounding 3-0 win.

The following weekend the full squad got together to take on Loughborough students. Officer cadet Leonard travelled up from BRNC, Dartmouth to bolster the attack in place of POWPT Redgrove who was injured, but Loughborough won

VOLLEYBALL

the match 3-1. technical Coeur CPOWTR Milburn made some tactical substitutions. POWPT Redgrove and POWPT Carlisle were brought back into the team and both played a steady game to help the Wrens to a 3-1 win.

Daedalus

HMS Daedalus completed a league and cup double in the Portsmouth Area Volleyball competition when they beat a strong HMS Collingwood team

Lieut. Webber, secretary of cup final at HMS Nelson.

OLYMPIAD

Wren Suzanne Newbold, cap-

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electronics workshop in the Department of Chemistry. The duties include responsibility for maintenance of both electrical and electronic equipment, design and construction of specialised electronic equipment and modifications to existing equipment and the supervision of a technician employed primarily on repair and maintenance work. The Department is equipped with a wide range of scientific instrumentation including mass spectrometers, magnetic resonance instruments, spectrophotometers and chromatographic equipment. The successful candidate will probably hold an HNC or equivalent in the field of electronics and have wide experience in the design and maintenance of

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not quite

their division of the national league.

In the first encounter at Leatherhead against Aquila Leatherhead, the Navy team took the first two sets comfortably. But in the next two sets Aquila found their rhythm and finally won the match 3-2, despite a Navy comeback in the

team travelled to RAF Halton to play Aquila and the RAF. Against their old rivals the RAF the Navy went down 3-0, but the match against Aquila was a two-and-a-half hour marathon with Aquila just coming out on top, 3-2. In the last match the RAF were beaten 3-0 by

Royal Marines to Norway the Tridents were forced to field a severely depleted team in their South West league matches against Amesbury and Stroud at

League leaders Stroud proved a much more severe test and were more than a match for the depleted Navy side who went down 3-0.

For the match against Sacre adviser

double

3-0 in the final of the cup.

The Daedalus team were clear leaders of the league and are unbeaten in any competition this season. HMS Collingwood were last year's winners and runners up in both championships this year.

the RN Volleyball Association, presented both trophies to the winning team at the end of the

FLAG Officer Portsmouth's team won the first Olympiad Challenge trophy which will be competed for by local naval teams three times a year.

tain of the winning team, was presented with the trophy by Capt. Christopher Chamberlen. Her side had scored a resounding victory over Naval Home Command in the Olympiad which consists of fivea-side football, volleyball, netball, deck hockey and tug of



Colin Day (left) on his way to a classic victory over the Army's Andy Lesbirel.

Sultan triumph

HMS Sultan's boxing squad extended their unbeaten season by winning against Cambridge University in front of 600

HARD DAY'S

spectators. The final result of 5-2 did not truly reflect the good standard of the University boxers. The bouts were hard fought and exciting to watch, and the crowd were particularly vociferous when the Sultan boxing coach, LPT Clive Barnes left the security of the ringside to take part in a light heavyweight bout. It was Clive's first bout and boxing that he is so careful to instill into his squad, he launched himself at his opponent in a flurry of blows. The contest went three rounds and the more measured approach of the Cambridge man eventually paid off.

A special bout betwen MEA

Paul Pratt and Richard Blair, of Gosport ABC was particularly exciting and after three rounds, Paul Pratt chalked up his third win of the season against Blair, with a majority decision which also won him the best boxer of the night award.

SHOOTING

forgetting the finer points of

Wrens' victory run halted

IT WAS sixth time unlucky for the WRNS shooting team at the Inter-Service Smallbore Rifle match held at RAF Uxbridge. The team were trying for a sixth victory in a row but the WRAF just managed to squeeze into the lead by two points.

The final score was WRAF 1,925 out of a possible 2,000, WRNS second with 1,923 and WRAC third with a score of 1,898.

A top individual score by Third Officer Kate Pine (HMS Neptune), who only dropped three points out of a possible 200, earned her the Tait Trophy. The Newcombe Trophy for the best aggregate score went to LWren Anne Smith (HMS Nelson), who also won the WRNS medal.

The Riflemen WRNS Trophy which is presented to the Wren contributing most to the WRNS smallbore shooting was won by PO Wren Francis Kay (HMS Daedalus).

MARSHALL OF CAMBRIDGE (OUTSTATIONS) LTD.

FIGHTING FIT

A CAPACITY 1,500 crowd at HMS Nelson saw the Navy boxing squad emerge beaten but unbowed from a classic contest for the Combined Services Team

BOXING

Kevin Mason.

beaten.

performance to bring down

MEM Colin Houliston (HMS

Sirius) as one of the youngest

squad members had a tough

fight against Erroll Holder and

was knocked down in the

second round. SEA Gary

Bonser (HMS Brave) put up a

good show against the ABA

light-middleweight champion

Tony Velinor but was finally

By the time heavyweight Mne.

Gary Sanderson (42 Cdo.) took

the ring the Navy were trailing

6-3. But the big Marine was

determined to maintain his

unbeaten record for the season,

and did so with a points win

over the former West German

FINAL RESULTS

Martin. Bantamweight: G.

Howlett beat D. Pope.

Featherweight: C. Day beat A.

Lesbirel. Lightweight: D. Robb

beat M. Miller. Light-

welterweight: B. Kearney beat

K. Mason. Welterweight: E.

Holder beat C. Houliston.

Light-middleweight: T. Velinor

beat A. Bonser. Middleweight:

I. Studwick beat D. Phillips.

Light-heavyweight: D. Coyle

beat M. Ford. Heavyweight: G.

just lost 28-29. However, the

second team gave the Isle of

Wight reserves a good hammer-

Some hard training paid off

with a win against Wey Valley, but Somerset County beat both

the first and second teams and

reminded the Wrens that they

still have some work to do

before meeting the Army and

Sanderson beat P. Davies.

NETBALL

ing, winning 30-9.

WRAF.

Flyweight: J. McLean beat A.

title-holder Paul Davies.

Championship.

experience.

On the day the Army were too strong for the Navy

to overcome, but the young

team of boxers, three of

whom are only 18 years old,

tested all the Army's

resources of skill and

The Navy started badly with

flyweight AB Tony Martin

(HMS Nelson) and bantam-

weight CK Dave Pope (RNAS

Culdrose) losing their bouts.

Then there was the bout of the

evening with featherweight

Mne. Colin Day (HMS Centu-

rion) staging an astonishing re-

covery against the Army's

round with a barrage of blows

leaving Day dazed by the on-

slaught. But in the second he

gradually started to work his

way back into the match and, by

the third, wildly cheered on by

the crowd, Day turned defence

to attack and with a devastating

series of punches won an aston-

This marvellous contest raised

the spirits of the Navy side, and

two more victories followed

with Mne. Dave Robb

(Commachio Co.) regaining

form and outpointing Mark

Miller, and light-welterweight MEM Brian Kearney (HMS

Defiance) giving a really skilful

WITH the Hong Kong tour and

the Inter-Services approaching,

the last two meetings for the

netball squad have been very

intense and six matches in two

weekends have led to much

Telecom at HMS Nelson gave

the WRNS a 40-28 win, but the

Isle of Wight were tougher

competition and, although there

was some strong defensive work

and good shooting, the WRNS

The match against British

improved fitness.

Lesbirel opened the first

Lance Cpl. Lesbirel.

ishing points victory.

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Crawley, Sussex on receipt of s.a.e. Completed forms to be received within two weeks from the date of this advertisement.

RUNNING

Veteran Cawley CHALLENGE does it again

AT the Hong Kong International marathon WO(PT) Keith Cawley (HMS Drake), returned to defend the Veteran title he won last

Though he is now 42, WO Cawley ran a marvellous race to retain his title and come fourth overall. The first three places went to invited international runners.

Lieut. Chris Robison has been in tremendous form recently, competing at various top class meetings with considerable success.

At the East Kilbride Festival of Road Running Senior Race, Chris always looked strong and finished fast to take second place behind international John Robson.

A week later, at Stirling, representing the Scottish Cross Country Union the annual match against N. Ireland, Scottish Universities, Civil Service and Scottish Banks, Chris won the individual title and led his teammates to an emphatic 45 point victory.

And on a demanding, hilly course at the Inter Counties, he ran extremely well to finish in fourth place.

WINS over Cambridge and Oxford University's

and Combined London Old Boys extends the Navy rugby squad's victory march to five in a row. In the midst of the harsh winter weather which claimed the annual fixture against Bath, the RN side have found sparkling form in preparation for the inter-

services matches. At Burnaby Road, in ideal conditions, Cambridge fielding eleven blues including one capped England

RUGBY

player and one trialist, provided the first post-Christmas test for the Navy XV.

The Navy started well snapping up second phase ball and, after only six minutes, from a maul just inside the Cambridge 22 metre line, worked a clever blind side move and inside feed which put Paul Livingstone (RM Deal) over for the only score of the match.

Perfect day

On a perfect day for handling it was over eager hands which cost the Navy dear as they

JAWS 4

PORTSMOUTH RN and

RM Course Angling

association hold some

good fish but not many

could match this 19lb

monster taken from

CPO WEA Matty

Matthews (HMS Colling-

wood) landed the fish which

has since been verified as the

largest pike ever recorded

Matty, a former Navy

coarse angling champion,

has asked us to warn all

would be swimmers in the

moat that the fish was very

healthy when returned to the

water and that it has ex-

tremely large, sharp teeth!

Picture: Lieut. Ted Peck.

from this prolific water.

Sultan Moat.

ANGLING

crossed the Cambridge line on three further occasions but converted to drop the ball each time. Superb cover tackling and pressure reduced the Cambridge scoring attempts to two penalties and a drop goal all of which failed,

A week later at Oxford the Navy completed the Oxbridge double with a 13-9 win over the University. Oxford, fielding a much stronger side than that which lost 37-17 to the RAF, were determined to gain a victory over a service side.

Another display of solid scrummaging, a mobile breakaway trio and committed tackling by the backs gave the Navy side enough quality ball to see them through to a comfortable, though not comprehensive

The bad weather led to some rescheduling of matches and the RN v RF game has now been provisionally booked for March 14 and the Combined London Old Boys was played in February.

was nearly disastrous for the Navy side whose over eagerness died from Navy mistakes and Old Boy pressure.

A try by Phil Elliot (HMS Seahawk), kept the Navy in touch at 4-6, and five minutes into the second half they took the lead with a quickly taken penalty and slick handling along the backs allowing Danny Boon (HMS Dolphin) to cross for a try converted by Mike Whittington (40 Cdo.).

The Old Boys kept up the pressure and the last 25 minutes of the match were nail-bitingly close. With literally seconds to go a penalty to the Navy gave Whittington the chance to take the Navy into the lead again, and he slotted the ball between

Oxford

Challenger, 5260 points. 2: HMS Avenger 3969.

Another perfect day for rugby

Old Boys

the posts to record a 13-12

AUSTRALIAN Adventure '88, the sail training expedition which leaves the United Kingdom in July to sail to Australia, still needs volunteers for crew members.

BRIEF

RESULTS of the Royal Navy

triathlon championships held at

HMS Raleigh in January are as

follows: 1: LPT Flaherty, HMS

Challenger, 1858 points. 2: CPO

Dunleavy, RM Lympstone, 2811. 3: WEA Berry, HMS

In the team event: 1: HMS

Fleet results were: 1: HMS

Cochrane, 7528 points. 2: HMS

Collingwood, 7338. 3: HMS

Collingwood, 2656.

Heron, 6325.

There is a shortage of sailors between the ages of 18 and 24, and in particular well-qualified female sailors between 18 and 25 to join an all-female crew for one of the legs.

The two big yachts plan to reach Australia by December to join in the fun of the Cutty Sark Tall Ships Race. There are 13 legs altogether and in all some 230 crew members will be required.

Applications should be made to Australian Adventure '88, Joint Service Sailing Centre, Hornet, Gosport, Hants, PO12 2AQ. Tel: Portsmouth 822351 (Naval Base) ext. 41924.

TRIALS for the RN Cricket Club under-25 squad will take place at Burnaby Road, Portsmouth on April 24 and 25. Those selected will play a match against United Services Portsmouth on April 26.

All cricketers born after May 1 1962 are eligible and should contact WO Hodges at HMS Collingwood if they wish to attend.

ROYAL Navy physical trainers are invited to attend the annual golf competition at Southwick Park Golf Course on June 18. All serving PTIs, ex-serving PTIs, associate and honorary members of the branch association are eligible to enter.

There will be individual and team competitions. The combined entry and green fee is £11, £5 for SPNRC members, this covers coffee, lunch and prizes.

For further details and an entry form contact Lieut. C. Bate, HMS Dryad, ext. 327.

PLYMOUTH Command Golfing Society are now registering members for the 1987 season. Cost for all service personnel is £4.50, plus an additional 50p for an entry into the annual knockout competition.

Remittance should be sent to The Treasurer, PCGS, c/o DB Section, Office of FO Plymouth, Mount Wise, Plymouth. A monthly membership is available at £1 for members of ships temporarily visiting Plymouth.

The first meeting will be at Staddon Heights Golf Club on March 24.

A TEAM of nine sailors, most of whom are ex-field gunners, will make an attempt to break the world bench press record over 24 hours and obtain a place in the Guinness Book of Records.

The joint lift will raise money for children who have cystic fibrosis. It takes place at HMS Sultan on March 14, starting at 10 am and finishing at the same time the next day. The team have been training very hard and hope not merely to break the record but to smash it!



talents.

Cpl. Bugler John O'Connell has been awarded the Nato Cup for individual achievement in sport by the Sports Control Board, a marvellous climax to a highly successful career in Navy football.

Cpl. O'Connell is surprisingly the first soccer player to win the award. He made his Navy debut in 1975 and since 1978 has been a regular first choice for the Combined Services side. He is captain of the talented CTCRM team that won the Navy and Jubilee cups for the last two years, and also skippered the Royal Marines, Royal Navy and Combined Services teams throughout last season.

Running him close for the NATO cup were the canoeists POAEA Mike Smith and LAEM Clive Barrell, marathon runner MT1 John Stephens, glider pilot PO John Smith and polo player Lieut. Richard Mason.

Young star

20-year old Scott Campbell has made his mark in another way. The Glaswegian writer from the Pay Office at HMS Nelson has been selected to play for the Pompey reserve team.

Wtr. Campbell joined the Navy in 1985 and spent a spell at Royal Naval air station Culdrose training with the Naval Air Command football team, which helped him to develop the skills that have caught Alan Ball's eye.

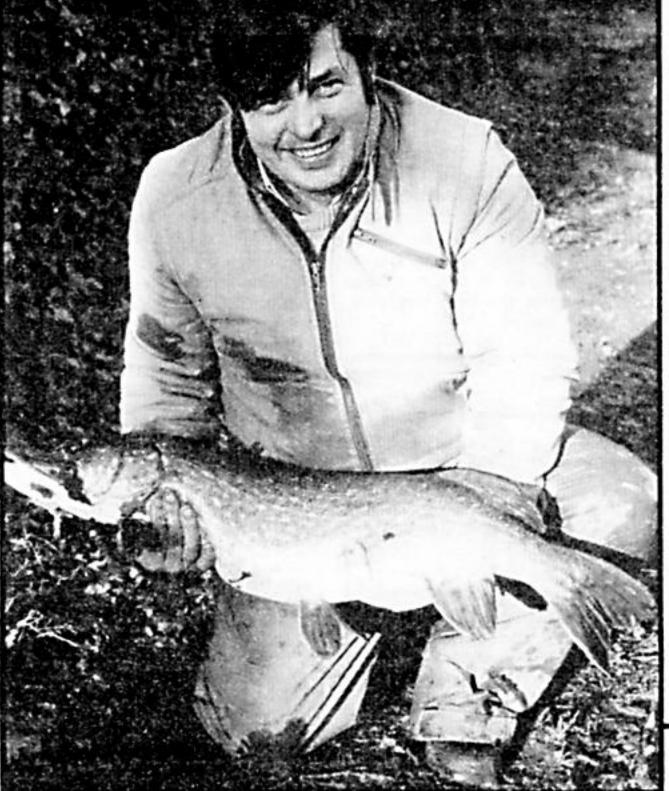
His debut for the reserves was delayed by the flu-bug that hit Portsmouth FC, and he is due to play his first match against Watford on February 28.

"I'm very pleased to be playing" he said, "it's good for me and it's good for public relations between the city and Navy. But most of all I'm pleased for the people who have helped and encouraged me."

TABLE TENNIS

AT THE RN Scotland Table Tennis championships, LMEM Bob Adamson of HMS Charybdis played some high quality table tennis to beat 45 other competitors and win the individual title.

The team from HMS Cochrane won the team event, with the Charybdis side in second place.



Pompey youngsters fall to Navy attack

AFTER an enforced period of inactivity for the players due to the bad weather, Lieut. Henry Millington, Navy football coach, was delighted when Alan Ball of Portsmouth FC agreed to field a team against the Navy, writes Jack Sheppard.

It was a young Pompey team made up of reserve and youth players. The Navy goalkeeper Tony Miklinski (HQ Commando Forces) was unavailable for the match which gave Naval Air Command goalkeeper POAEM Keith Bloxham (HMS Osprey) another opportunity to show his worth.

The first scoring opportunity fell to the Navy after 20 minutes when a header from Steve Johnson (HMS Collingwood), was just saved by the goal post. Ten minutes later Scouse Benson (HMS Daedalus) headed the ball home.

After just five minutes the young Pompey attackers equalized, but a well-taken goal by Bob Brady (HMS Collingwood) took the Navy into the lead again, and the final score stayed at 2-1 to the Navy.

The Civil Service fielded a strong side of senior non league players for their match against

SOCCER

the Navy, and it was clear from the start that this would be an evenly matched game. Tony Miklinski was back in goal and was frequently in action. SA Steve Riley (HMS Centurion) made a welcome return to the Senior side and played an influential role in midfield.

The Navy took the lead in the first half following a well judged chip by Sgt. Tiv Lowe, (CTCRM) to PO Bob Brady who gave the keeper no chance.

The Civil Service piled on the pressure but some calm, constructive play kept the Navy team ahead, and the score was still 1-0 when the final whistle blew.

The first of the Royal Navy South West Counties Championship matches was played at Penzance. Cornwall were keen to avenge their 1986 defeat and the Navy team was stricken with the flu-bug. CTCRM players John Rich, Shiner Wright and Phil Kay were all unfit to play and Tony Miklinski and Budge Rogers (HMS Heron) were suffering badly.

The Navy played well in attack and defence, urged on by captain Tiv Lowe (CTCRM). It was his well driven free kick

which was deflected into the goal and gave the Navy their 1-0 victory.

To stand any chance of winning the South West Counties championship it was essential that the Navy should beat Wiltshire. Henry Millington was able to field a strong side and was glad to welcome back LPT Leigh Tongue who has been out of Navy football for several years due to injury.

It was Leigh Tongue who got the Navy off to the best possible start with a goal within the first minute, and they continued to dominate play in the first half. The second goal was scored by John Rich who completely out jumped the Wiltshire keeper.

With Leigh Tongue's second goal Wiltshire's chances disappeared and the Navy continued to push until the final whistle and a well deserved 3-0 victory.

SAILING

Highton success

THE International Boat Show was a good background for the Annual General Meeting of the Royal Navy Sailing Association which was held in Kensington during it's duration.

Vice Admiral Sir John Woodward welcomed members and after reports on the year's sailing activities, he presented the 1986 trophies.

Lieut. Nick Highton won the Hammond cup for his outstanding successes in boardsailing, and Lieut.-Cdr. Maclean won the Vice Commodore's cup for the second year running as captain of the successful RN Dinghy team. PH Hardy picked up the Erroll Bruce Crewing Trophy for

Goss were awarded the Tim Sex trophy for their seamanship. Among the winners of cups for offshore racing were Lieut. Falat, Lieut. Van Beek and Sub-Lieut. Craig.

his work in the Samuel Pepys, and Mne. Johnson and Mne.

THE GLORY BOYS

Cresta and bob teams strike gold





The successful RN and RM bobsleigh team at Cervinia: standing (from left) Gary Penhall, Chris Baddoo, Bob West, John Lane, Steve Wilce, Dave Richardson; kneeling - Chris Highman, Andy Michel, Chris McCulloch.

BRILLIANT driving by the Royal Navy and Royal Marine bobsleigh team won them joint first position at the 1987 Inter-service championships in Cervinia, Northern Italy. It is more than a decade since the Navy won first place, and only the second time in the history of the competition.

They tied with the heavily sponsored Army team in an amazing 13 min. 48.23 secs. dead heat after four races. In a Navy bob refurbished by apprentices at HMS Sultan, the

BOBSLEIGH

Navy team, captained by PO Bob West (RNAS Yeovilton) and managed by Cdr. John Lane (HMS Dryad), showed remarkable skill and determination.

PO West came second in the individual competition with PO Chris Baddoo (RNAS Yeovilton) applying the brakes. AEM Chris McCulloch (829 Squadron) braked by Sgt. Dave Richardson (CTCRM Lympstone) was placed fourth. The team was boosted by two

newcomers to bobsleigh racing, decathlete Mne. Gary Penhall (RM Eastney) and PO Chris Highman (HMS Beaver) who won two novice brakeman trophies. CPO Andy Michel (892 Squadron) braked by Steve Wilce (HMS Sultan) took the RN novice driver tankard.

The bob team are still looking for athletes interested in competing next year. Contact Cdr. Lane, HMS Dryad ext. 587, or PO West, RNAS Yeovilton ext.



The victorious Royal Navy Cresta squad celebrate in St Moritz, from left to right: LACMN Nuzum, Mne Ainge, Lieut. Jeffery, Lieut. Trotter, Lieut.-Cdr. Tatam, Sub. Lieut. Dathan, Lieut.-Cdr. Whitehorn, LRO(G) Southwell.

A SPARKLING performance at the Inter-services Cresta championships at St. Moritz, gave the Royal Naval team a record breaking victory for the second year running.

In a tremendous display of skill and speed they knocked a huge eight seconds off their own overall record of 680.96 seconds, leaving the Army and RAF teams trailing in their wake.

And to crown their success the team have been awarded the Sports Control Board cup for

CRESTA RUN

their performance last year. A fitting recognition of their achievement as a team which was built up from scratch, and in three years produced such memorable victories.

Led by Lieut. Steve Trotter and coached by their most experienced and fastest rider, LA Ed Nuzum (810 Naval Air Squadron), the team had always looked favourites to win again this year.

During training the team clocked up some exceptionally

fast times, The Navy's toboggans are at least 20 years old, making it extremely difficult to reach the highest speeds. Ed Nuzum made one ride in 54.30 seconds which is an outstanding performance.

Novice

Lieut.-Cdr. Robin Tatam (HMS Thunderer) was riding with two mangled fingers following an earlier accident, and Lieut.-Cdr. Iggy Whitehorn (HMS Defiance) was making a return to the team after a two year absence. Mne. Graham Ainge (RM Poole) and Lieut. Andy Jeffery (attached to 1 Regt. Army Air Corps), also turned in good times.

Newcomers Sub Lieut. Tim Dathan (HMS Thunderer) and LRO(G) Neil Southwell (HMS Beaver) also broke records. Tim Dathan in his second year knocked five seconds off his previous fastest time, and Neil Southwell, this year's novice, made the fastest ever transition from complete beginner to accomplished top rider.

Junction

Novices begin at a place called Junction, a third of the way down the Cresta Run and after the first three major bends. Neil progressed from Junction to Top in only nine rides, and then continued his rapid progress to maintain the Naval tradition of becoming the fastest Service novice rider of the season.

In the competition itself the entire Navy team came in the top nine placings. Ed Nuzum won the Lord Trenchard Trophy for his total score of 165.19 seconds for three runs, and completed the clean sweep of trophies for the Navy by also winning the Auty Speed Cup for the fastest single ride of 54.93 seconds.

Final placings were: 1; Ed Nuzum. 2; Andy Jeffery. 5; Iggy Whitehorn. 7; Graham Ainge. 9; Robin Tatam.

SQUASH

SEMI-FINALS of the Royal Navy team knockout squash competition will be held on March 3 at Burnaby Road, Portsmouth.

At 10 am HMS Osprey will take on HMS Neptune and HMS Sultan will play BRNC Dartmouth. The final and play off will take place at 2.30.

Injured team put up brave fight

IN blazing sunshine and perfect conditions the RN Alpine Ski team finished third at the British Services International Ski championships held in Courmayeur, Italy.

They were up against strong opposition from the Army and RAF who battled for first place, the Army finally snatching victory in the last event against an RAF team weakened by an injury to one of their best skiers.

The Navy team put up a particularly courageous show since three of the skiers have all fought extraordinary battles against injury and illness. Cpl. Martin Macrae who was awarded the trophy for the best Navy skier for the seventh time, is recovering from a serious motor cycle accident. Lance Cpl. Graeme Golightly is fighting diabetes and Cdr. Andy Baird has undergone major surgery for cancer.

Slalom

Seven teams competed in the championships, the three British squads, the Italian Alpini, the Australian Defence Force, US Army and US Air Force. The RN team's best showing was in the slalom event when they finished a mere 1/2 second behind the Army with the RAF in third place.

Final overall team results were: 1, Alpini; 2, Army; 3, RAF; 4, RN; 5, USAFE; 6, USAREUR; 7, ADF.

Individual overall results for the Navy squad were: 3, Cpl. Martin Macrae; 10, A/Sub.-Lieut. Tom Wilson; 15, (team captain) Lieut. Nick Brewer; 28, Lance Cpl. Graeme

SKI-ING

Golightly; 30, Sub Lieut. Randolph Churchill. Also competing were Cdr. Andy Baird, Lance Cpl. Nigel Holden and POAEM Nick Griffin.

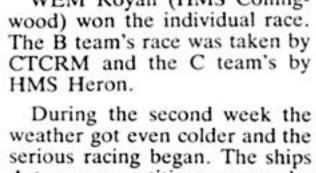
The Royal Navy Alpine Ski championships were held in St Johann in Austria and were attended by more than 300 people. The competition was divided into two weeks of skiing, the first being devoted to club racing and the second to the more advanced skiers.

Conditions were excellent with a good firm snow base though it was very cold. The Young family led by father Lieut. Larry Young won three races, as reported last month, and Lieut. Tighe won the novice race with some style.

WEM Royall (HMS Colling-

A team competition was won by 820 Naval air squadron, and the establishment team trophy went to HMS Seahawk.

giant slalom competition was



For the first time a super



Picture: Lieut. N. Huxtable

held, with all the skiers safely equipped with crash helmets. Naval Air Command were winners of this and the Command giant slalom event, with Plymouth and Portsmouth jockeying for second and third

Overall results in the individual competition were: 1, Lieut. Nick Brewer; 2, POAEM Nick Griffin; 3, Sub Lieut. Tom Wilson.

each time.

Team placings were: 1, NAC; 2, Plymouth; 3, Portsmouth; 4, Fleet; 5, Scotland; 6 O/Services; 7, RM.

Prizes were presented by Mrs Diana Hutchinson, the wife of the Managing director of Dan Air, sponsors of the event.

Women's event

Courmayeur was also the venue for the Women's Inter-service ski championships. The WRNS team were fit and fast after four weeks training at the RN championships and in Germany.

The results were disappointing for the team who came in third, but Chief Officer Muriel Hocking, WRNR, Chairman of the RN Women's ski association was encouraging in defeat. "The standard of the team has improved immensely over the last two years," she said, "and I've got confidence in the girls' skiing. We'll return with a vengeance next year!"

LWPT Val Hodgkinson (HMS Osprey) won the trophy for the best WRNS skier and LWPT Carol Strong (HMS Culdrose) was invited to stay on to take part in the British ski championships.

INS AND OUTS OF TRAINING



TIME for a liquid top-up as HM ships Intrepid and Fife operate in the Mediterranean as the Dartmouth Training Squadron. Replenishmentat-sea has been just one of a range of evolutions for the ships which have on board many officers under training and apprentices.

Soon to leave the Royal Navy after 21 years' service, the County Class Fife is also pictured (right) in the tight squeeze of the Corinth Canal during the training deployment.

Pictures: LA(Phot) Alan Ferguson



New computer network to help Drafty

AS WELL AS introducing Centralised Bank Payment, HMS Centurion now has changes well under way to provide a new computer system to help its drafting operation.

NMMIS (Naval Manpower Management Information System), being progressively introduced over the next few years, will be officially commissioned by Princess Anne when she visits the establishment in June.

When completed the new system will place about 250 terminals on the desks of manpower managers in Gosport and

Whitehall, with the aim of bringing about a more effective and economical use of naval manpower.

Already new draft orders, produced by computer, contain more information about the draftee. The final version is reproduced on a laser printer and the ability to print on the

back of the output means that important facts - for example Adquals, TX date and seniority date - can be passed to ship or establishment well in advance.

But it is emphasised that the Drafting staff will still fill billets in the same way, with the machine having no influence on selection of ratings for the billets nor on the length of drafts.

Sea King tragedy

TWO OFFICERS from 706 Naval Air Squadron, Culdrose, died and a third was missing after their Sea King helicopter crashed into the sea off Cornwall during a training exercise on February

The two who were killed were the captain, Lieut. Michael Johnston (32), a pilot instructor, and Lieut. Paul Smith (25), an observer instructor.

The third crewman, Lieut. Neil MacBean (27), second pilot, was still missing as Navy News went to press.

Culdrose ASSUrance on escort force as two go

THE Leander-class frigates HM ships Aurora and Naiad are to leave Royal Navy service next month, following a programme adjustment, it has been confirmed.

It has, however, been reiterated that it is intended to maintain an escort force of about 50 destroyers and frigates.

The Aurora was first commissioned in 1964 and the Naiad a year later. It had been planned to withdraw them next year, but MOD says they are manpower and support-intensive and to retain them beyond 1987 was not considered costeffective.

It was also pointed out that many new ships are now in the pipeline for the Fleet, including four of the Type 23 (Duke) class

now ordered or building, and six more Type 22s building, following acceptance into service of HMS London last month.

The contract for the Royal Navy's second Trident submarine is expected to be placed later this year. This was stated during a Commons debate on the Navy, when it was also said that last year saw new ship orders to the value of nearly £2,000 million, including the first Trident submarine.

Visits

In 1986 Royal Navy ships and submarines visited 86 different countries and sailed more than three-and-a-half million miles.

During the debate questions were asked about newspaper reports of the loss of sonar sensor equipment from HMS Splendid. In reply it was stated that the Government could not be drawn to comment on submarine operations.

DEVONPORT DOCKYARD CONTRACT

THE Government has decided to sign a seven-year term contract, from April 6, for the future operation of Devonport dockyard with Devonport Management Ltd.

As reported last month, this consortium had been selected as the Government's preferred commercial manager for the yard.

Meanwhile, it was made clear that the trade unions remain as opposed as ever to introduction of commercial management there.

EARLY RELEASES

From front page

manpower account, there is a complementary need to recruit to match tomorrow's differing needs.

While career prospects will be preserved for Wrens MT who elect to remain, premature release terms are again being offered for those who would rather go.

The requirement for some of the pre-computer era skills the "manual" only Ops(M) man or the Ops(M) (Quarters) rating is now in decline. The scheme offers vacancies to some of the more senior members of these groups, where there is a forecast surplus.

There has also been a need to increase Weapon Engineer Mechanic recruiting, accepting that this means that space must be made within the branch by including some more senior POWEMs and LWEMs in the scheme.

Finally, there is an overbearing of CPOSA(SM)s who can no longer be assured of "type" employment.

Like its predecessors, the 1987-88 scheme is entirely voluntary. The terms are essentially unchanged from the previous schemes, and eligible ratings have been sent personal letters. Those not selected will have no "mark" against their names.

Applications are required by June 1, and selections will be announced later that month. In summary, categories involved are:

 CPO/PO/Leading Ops(R) (Manual only), PO/Leading Ops(M)(Q) and CPOSA(SM) with 22-year TX dates April 1, 1990 to March 31, 1998.

 General Service PO/Leading WEM(O)/(R) with 22-year TX dates April 1, 1990 to March 31,

All WRNS MT ratings.

PAY CHECK

From front page

this year. It involves the pay of all the Service - some 66,000 people, including RN and RM, WRNS and QARNNS.

Latest project in an information programme which has continued over the past year is a blue booklet going out this month. As well as outlining the system, it provides a sample pay statement and guide on how to check it. Any queries should be directed to pay office staffs.



SKI STYLE

Cdr. Andy Baird, team manager of the RN alpine ski team, shows his style at the British Services International Ski Championships. Cdr. Baird is hanging up his boots 20 years after making his ski-ing debut for the Navy. His first appearance was in 1967, the year that this year's British overall winner was born.,

Picture: Flt. Sgt. A. L. Robertson